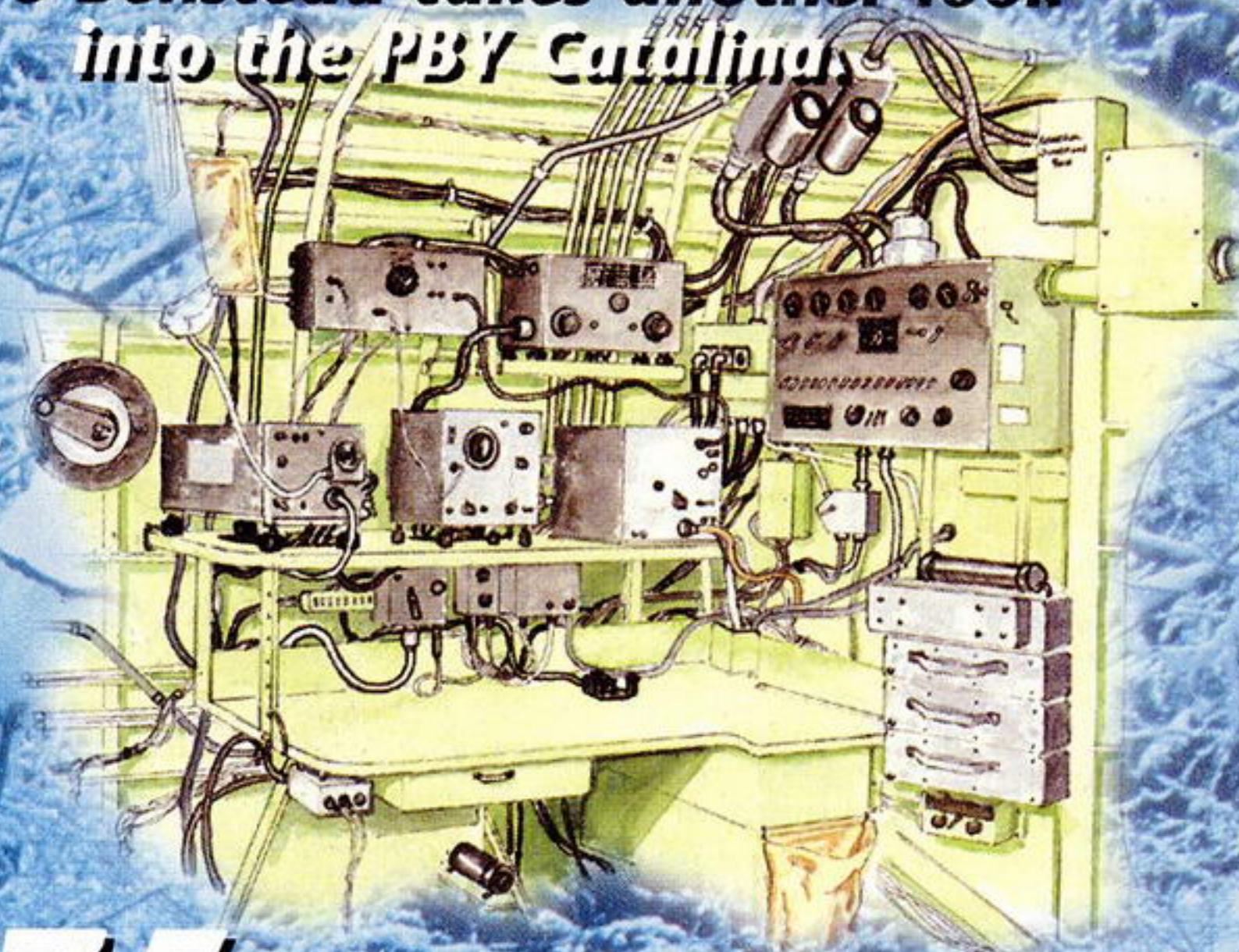


Scale AVIATION Modeller International

Aircraft Sketchpad

Steve Benstead takes another look
into the PBY Catalina



Hawk 75

Richard J. Caruana looks at this versatile fighter,
including a mass of colour artwork



Revell
Competition
Page 775



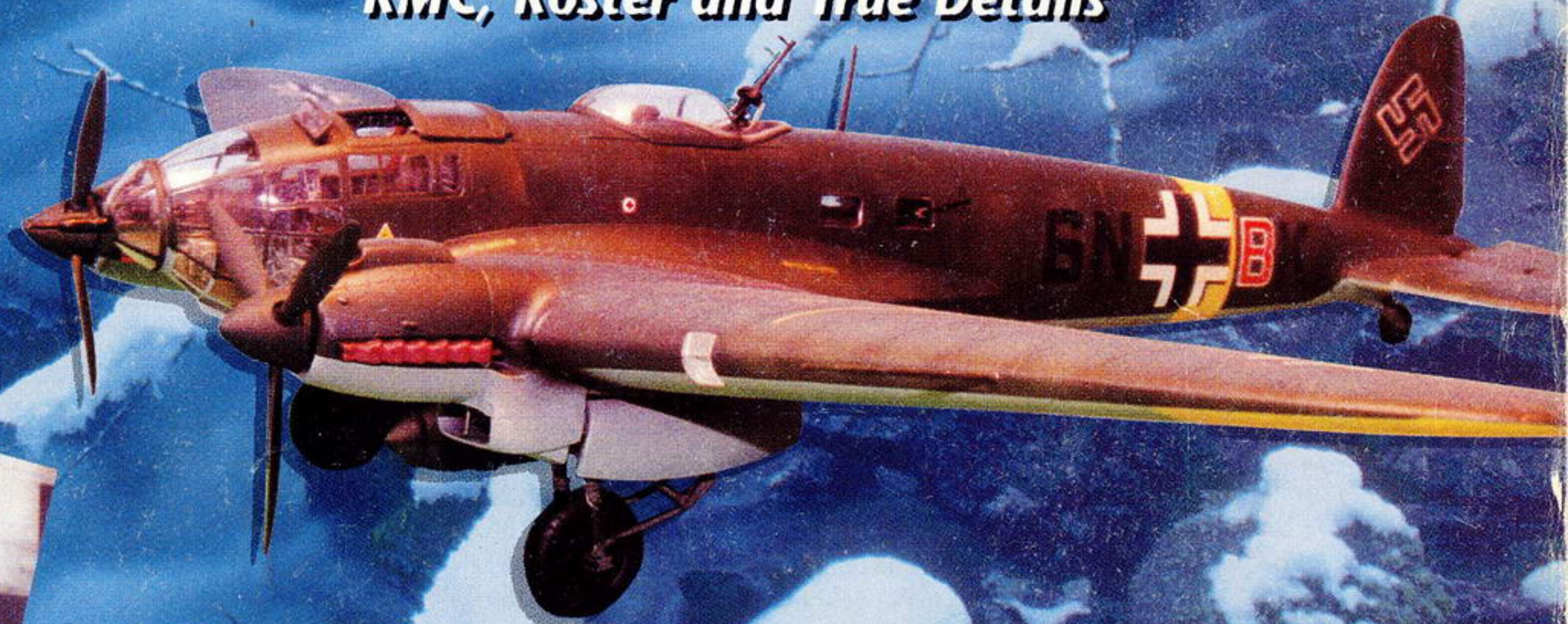
IPMS NATIONALS

A full floor plan and route
map, plus a list of all
traders, branches and SIG's



Heinkel He 111H-14

Mitch Thompson builds the 1/48th scale
Revell Heinkel He 111 with additions from
KMC, Koster and True Details



Colour & Marking Notepad

A selection of photographs from
Michael Payne's collection.



Web Foot Trainer

Colin Peck builds the 1/48th scale
North American T-2C Buckeye
from the 'Golden Wings' kit

Vol 2 Index
Inside

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Please note that if you have a question or query you wish to raise with the editor or any of the contributors to this magazine, they should be made in writing to the editorial address. The staff at DMZee Marketing do not have access to the information you require and therefore cannot answer your questions on the phone. Thank you.

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SCALE AVIATION MODELLER International Vol. 2 Issue 12 December 1996

EDITORIAL

This edition marks the end of the second volume. In compiling the index that is included in this edition I was amazed to see just how many features, plans and products we have featured in the past twelve months. Over the year we have reviewed over 120 kits, be that as our usual review or as a 'Quick Build'. This amounts to about ten an edition, so that's not bad. We have also reviewed literally hundreds of decals and accessories and filled over thirty pages with news. Even I find this impressive and feel that it reflects the commitment our team has to the hobby, we are, after all, all active modellers.

Recently I attended a model club's AGM and was guest speaker after the proceedings. This was a very pleasant experience for me, as it was the first time I had ever undertaken such a task as an 'Editor'. The club seemed to enjoy it, as they recorded the latest running session ever, and I must say that being able to ask and answer questions from modellers really helps us to stay on track. As myself and Steve Benstead came back from the event we talked through many of the points raised and this has given us both new ideas and thoughts of further developments in the title.

Having now had a bit of a ramble, I should return to earth as it were with a serious point. Over the year we have been receiving a number of letters from the readership in regard to some of the mail order companies that advertise within our title. The majority of these are raising problems they have encountered and the lack of response or resolution to the matter they have received from the firm in question. A couple of these have stated that as the firms advertise with us it is 'our responsibility to sort the matter out'. Well, I am afraid that this is not the case and although I would love to assist everyone who experiences trouble with companies, we cannot accept responsibility for the bona fide nature of the advertisers in each

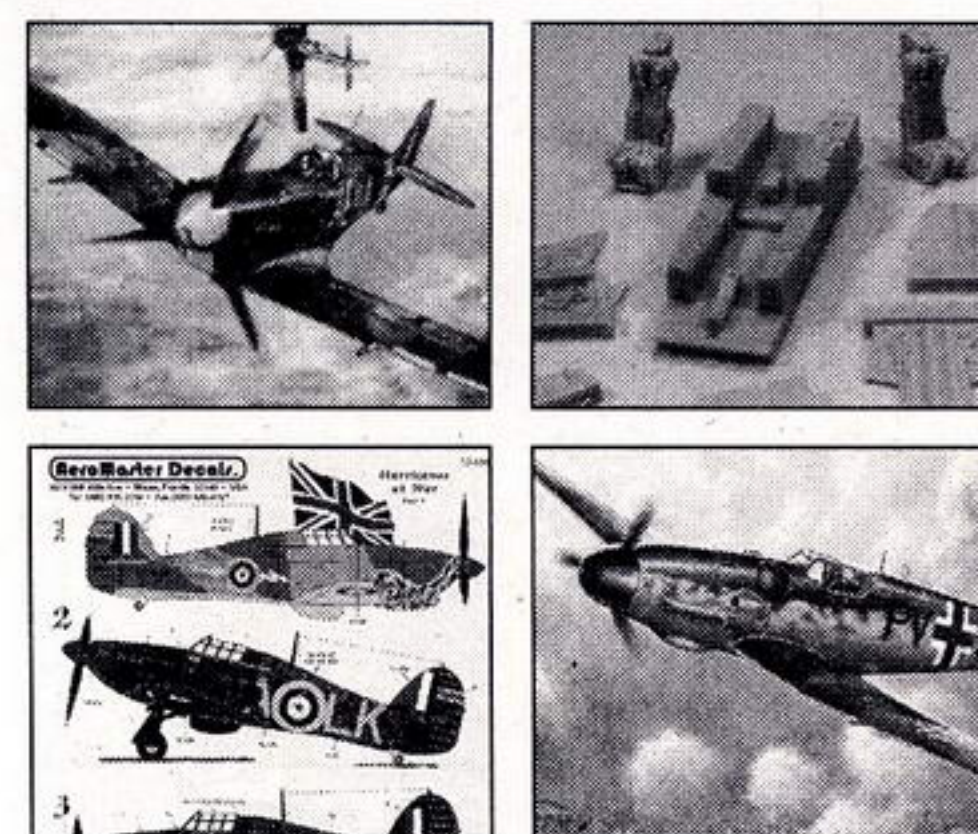
edition. A few of the letters have even gone as far as to ask us to print a written statement in regard to the trouble and include what they thought of the firm. Sadly if you have a problem with a company I am afraid you have to sort it out, we cannot intervene on your behalf and we certainly cannot print any such 'statements' in our pages as we would soon be in receipt of legal summons, probably leading to law suits in regard to libel. I am sorry if this all sound like a brush off from us and makes us sound as if we don't care about the actions of advertisers. This is not the case and I would urge all readers with problems to keep telling us about them as we make a note of them. There is the probability that the people you have trouble with also give rise to concern when approached by us for payment of their advert, this in theory should give rise to a natural vetting of dishonest traders by us refusing to carry such adverts. Overall 99.9% of all the traders within this hobby are honest and decent about the way they do business, but as in all walks of life there are problems and misunderstandings which make some of you feel that you are not being treated fairly. Unfortunately persistence is the only way to deal with such problems and I can only suggest you pester those responsible until you get satisfaction.

With that point out of the way I would like to finish on a point near to many of our hearts, the IPMS Nationals. As you will all be aware, this event is to be held at Donington over the weekend of the 31st Nov/1st December 1996. We will be there with our stand and we look forward to seeing all of you up there. Pop by the stand and have a chat and as this is the end of Volume 2 you can kill two birds with one stone and also pick up your binder for Volume 3 (Nice sales pitch - NOT!). We hope to have a very special guest on our stand throughout the weekend, so don't miss out, use the plan in our feature on pages 780-781 and make straight for us. See you all there!

Richard A. Franks
Editor

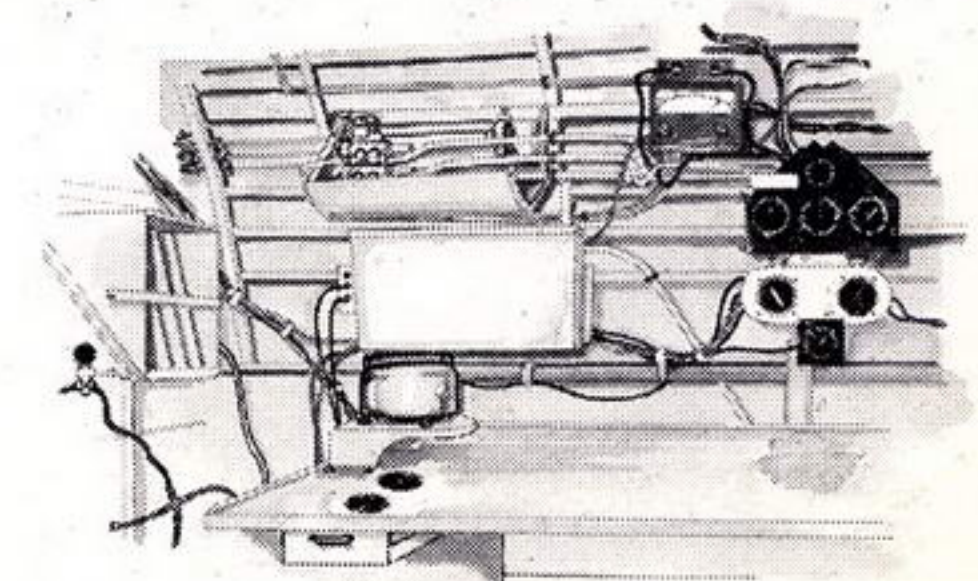
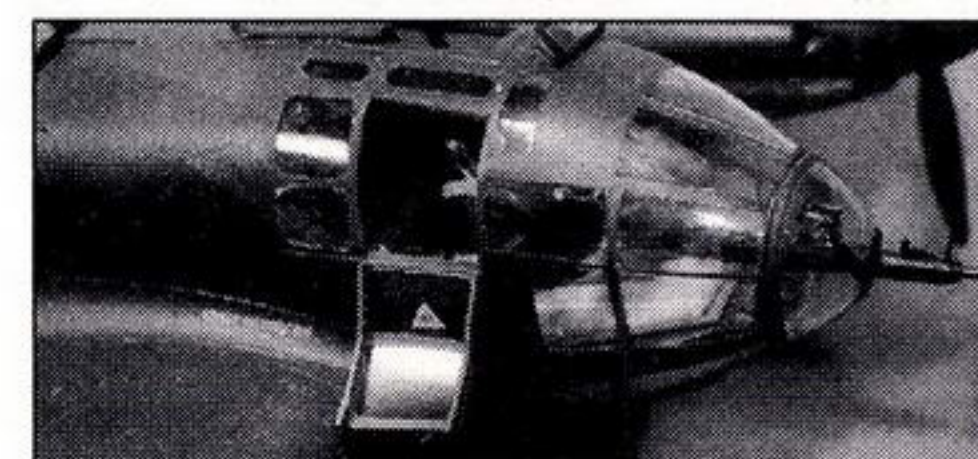
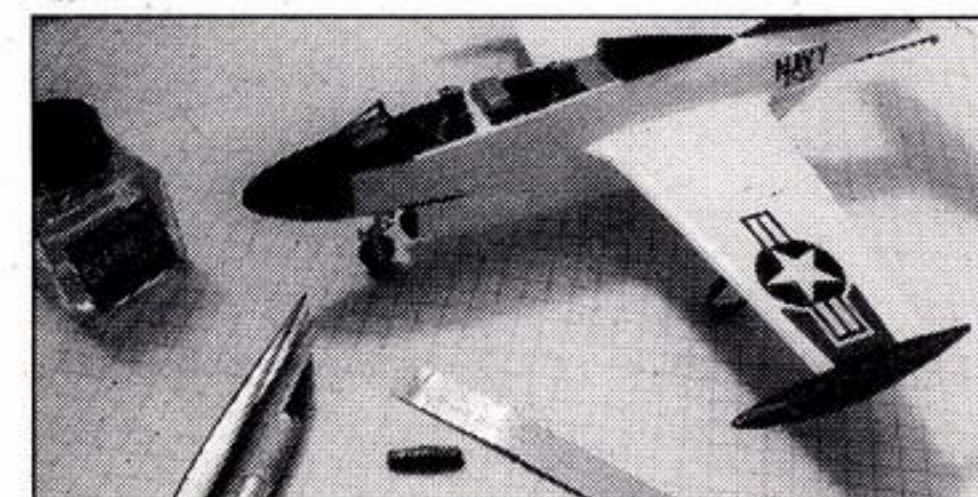
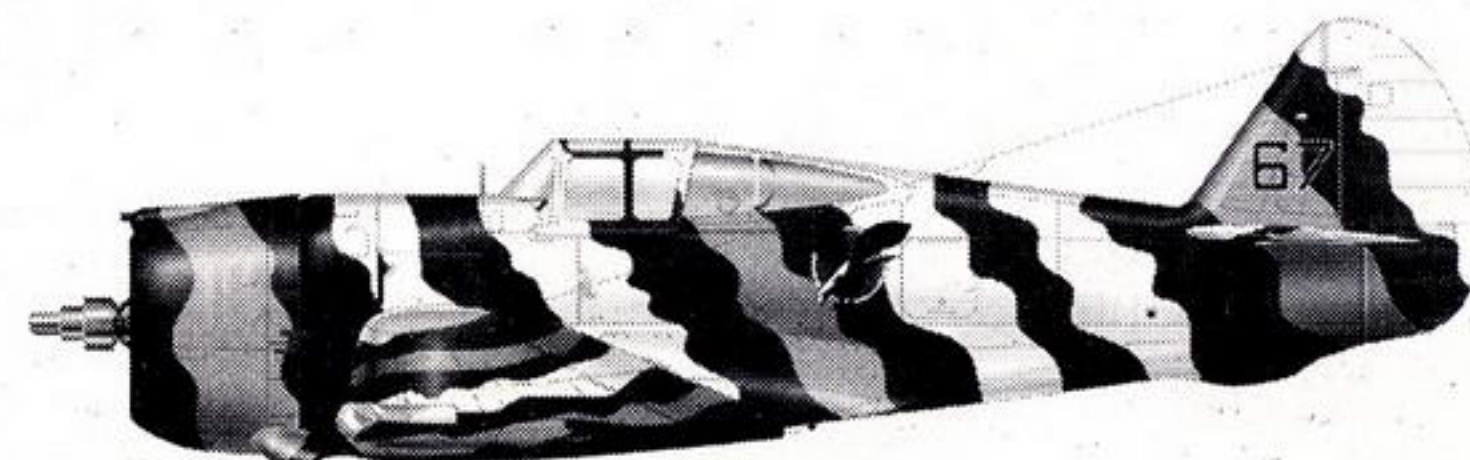
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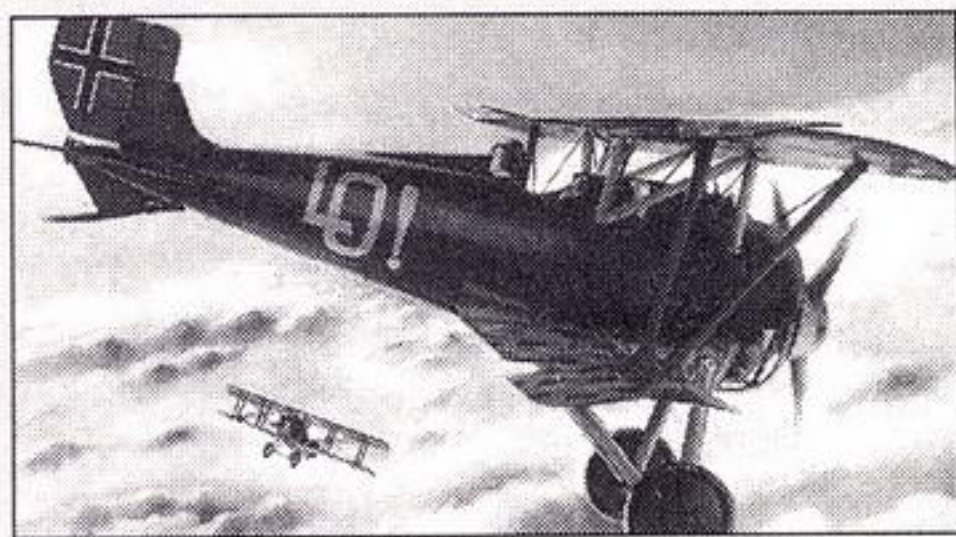
News Update

Merlin

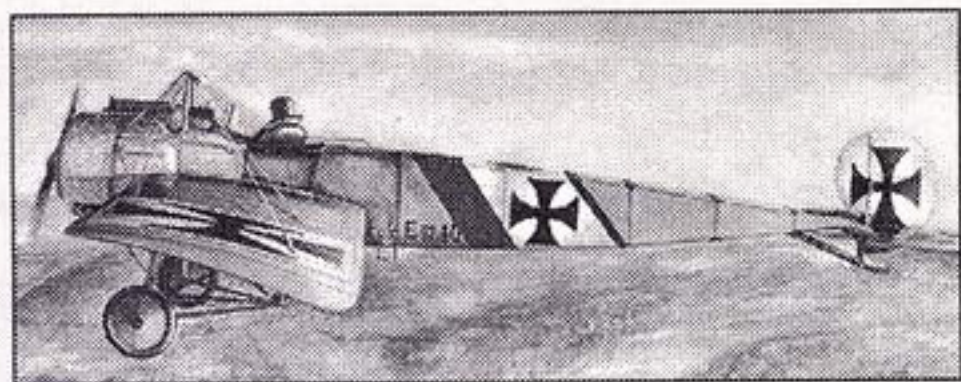
The latest limited run injection moulded kits from this firm are the Kawasaki Army Type 92 and the Friedrichshafen G.III. Both kits are to 1/72nd scale and they are £10.45 and £19.99 respectively.

Eduard

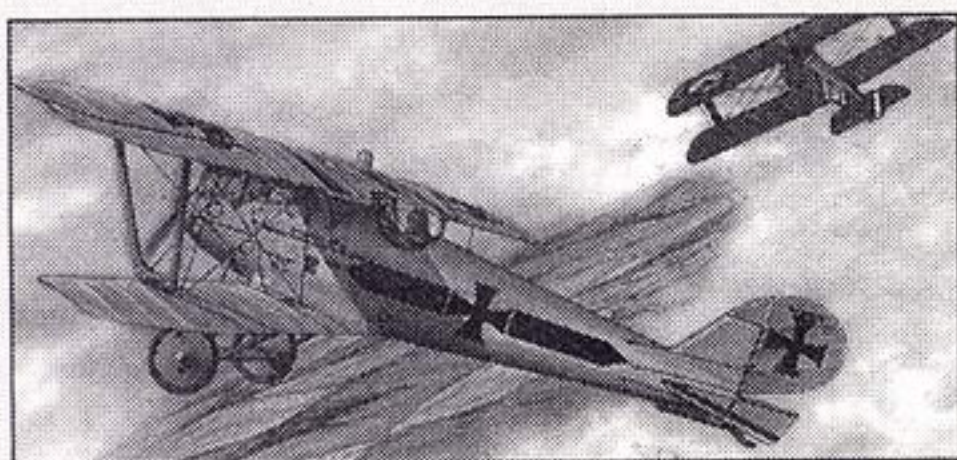
The latest sets of etched brass from this firm include sets for the Hurricane Mk I (72207), ACH-47 (72209), F4F-4 Wildcat (72210), MH-53E exterior (72211), MH-53E interior (72212), F-105G Thunderchief (72213), Fiat Br.20 (72214) & F-86D Sabre (72215) all in 1/72nd scale.



In 1/48th scale there will be sets for the F-100C/D Super Sabre (48183), Ki-46 'Dinah' (48184) & F-86F Sabre. In 1/32nd scale there will be an interior (32027) and exterior (32028) set for the Hasegawa F-86F Sabre.



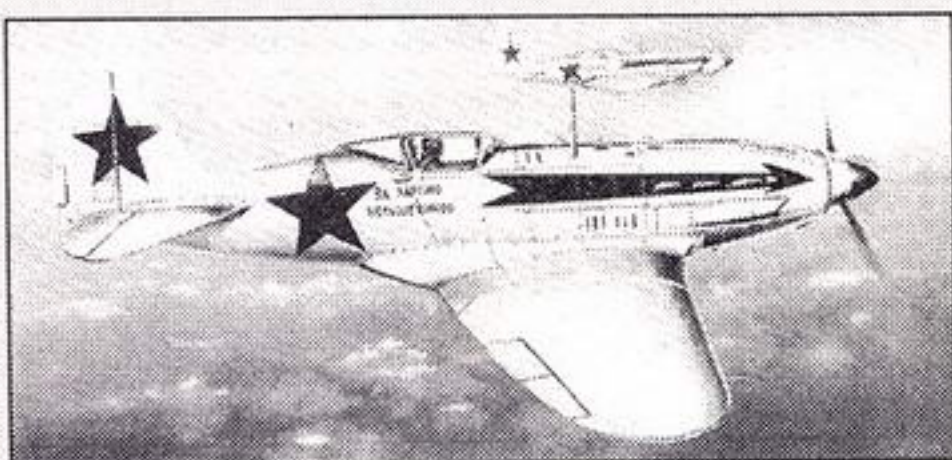
As far as kits go the Siemens Schukert D.III and Fokker E.III have both been re-issued. These kits are a once only offer as damage to the moulds means they will not be available again in their current form. The D.III is £11.95 and the E.III is £9.95. A special limited issue of the Albatros D.V in the markings of Von Richtofen has also been released. The long awaited Pfalz D.III should also be available soon. I have no idea of a UK price for either of these kits as yet.



UK sources for the Eduard range are Hannants & Four Plus UK.

Classic Airframes

The next kit due from this source is the MiG-3. This kit will include the usual limited run injection moulded components with etched brass and resin detail parts and a vac-formed canopy. UK price should be around £18.95 and the kit is due in late November, early December.



Due later from this source are 1/48th scale kits of the SBC-3 and SBC-4 Helldiver, plus

the Heinkel He 112 and Fiat G-55. Each kit should also retail for around £18.95 and I for one am looking forward to the He 112 and G-55, lovely!

UK sources for the range are Hannants and Four Plus UK.

Hasegawa

The long awaited F-86F-30 Sabre and P-47D-25 Thunderbolt have been released in the UK during November. The kits retail for £24.99 and £18.99 respectively and they seem to be selling well.



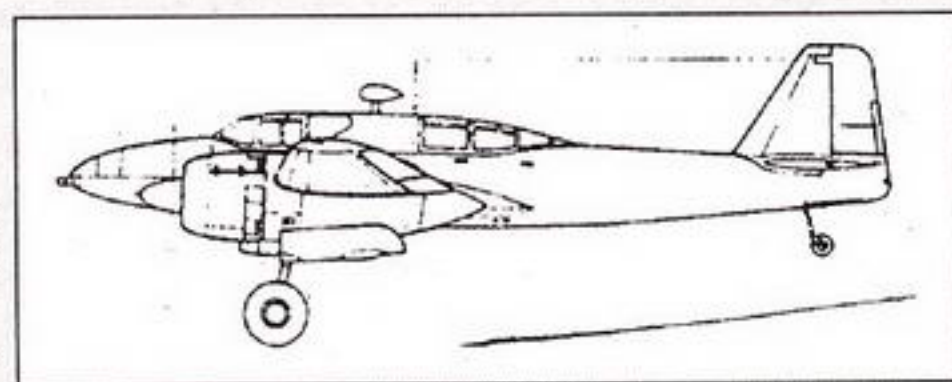
Also released in 1/48th scale are the Macchi C.205 with 'Italian A.F.' markings (£17.99), the Ki-100-1 '111 Fighter Group' (£17.99), F6F-5 'Pacific Aces' (£18.99) and the Mitsubishi A6M2 Type 21 Zero (£17.99). The F/A-18C Hornet is to be reissued in both 1/48th and 1/72nd scales with 'Golden Dragon' markings. The 1/48th scale version is £44.99, while the 1/72nd scale version is £9.99.

In 1/72nd scale there is the all-new Spitfire Mk VIII (£9.99), Hurricane Mk II 'Russian Army' (£9.99), A-6E Intruder 'VA-15 'Eagle' (£8.99), F-14D 'Vandy 1' (£16.99) and the F-111 'NASA' (£16.99). Two new versions of the Ki-45, the Hei & Tei, have been released at £22.99 each plus the P1Y1-11 at £24.99. Mentioned last month was the proposed jet powered version of the J7W1 Shinden and this kit, the J7W2 has also been released (£9.99). The Mitsubishi T-4 is back with JASDF markings (£9.99) and the all-new kit of the F-86D Sabre has been released (£13.99).

In 1/200th scale there is a JAL B777-200 (£16.99), Ansett B747 (£15.99), Air France B747 (£15.99), Swissair B747 (£15.99) and a KLM B747 (£15.99).

Available once again are the Hurricane Mk IIc, R.N Tarpon, J8M1 Shusui, Me 262B, B-47E, Martin Marlin, P-3 Orion and Ki-48 Lily.

Pavla



The latest release from this firm is the Ki-102 'Randy' in 1/72nd scale. This limited run injection moulded kit has etched brass detail and vac-formed canopies and retails for £17.50. The entire Pavla range is imported by Hannants.

Airies

New in 1/48th scale from this source is a resin JUMO 211 engine, complete with exhausts and etched detail parts. The complete unit retails for £4.99.

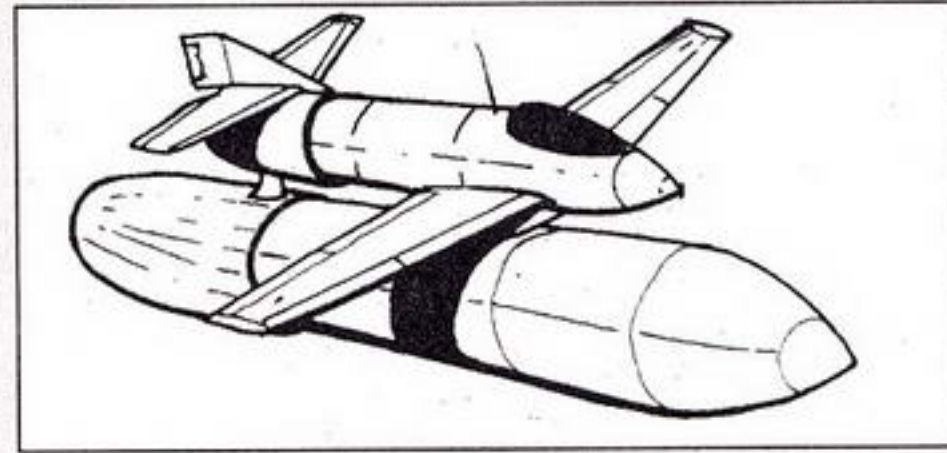
In 1/72nd scale there is a set of bulged

wheels and metal undercarriage legs for the Avenger (Set No. 7201) at £3.15 and a complete cockpit interior for the Hasegawa Bf 109G (No. 7208) also at £3.15. Also released in this scale is a resin Pratt & Whitney R-2800 Double Wasp complete with an etched ignition harness at just £3.15.

UK source for this range is Hannants.

RS Resin

Some very odd German WWII projects have just been released by this firm in 1/72nd scale.



The first is the Sombold So-344 and this is followed by the Blohm & Voss MGRP (Manuel Gesteuetes Raketen Projectil). Both are priced at £21.30. A set of three versions, the W1, W5 and W10, of the Wasserfall missile are also available from this source and this kit costs £21.60.

Only UK source for this range is Hannants.

JK Resin Models

This new firm produce, as you can guess, resin kits and some of their first have recently been released. Two special Tempests are available in 1/72nd scale. The first is Mk V EJ518 and the other is NV768 which was fitted with an annular radiator by Napier. Initially this machine flew with a normal spinner but later in its life it was fitted with a huge ducted spinner, so it will be interesting to see which option is offered in this conversion. Both conversions are based on the Heller Tempest kit and they retail for £6.30 each.

Other new products from this firm are a Miles M38 Messenger (£11.99), Miles M20 (£11.99), Miles M35 Libellula (£11.99), the Colditz Cock (£11.40) and the Kokusai Ta-Go (£11.40).

The entire range is being imported into the UK by Hannants.

Hi-Tech

Latest resin update sets from this firm are for the Tamiya F4U-1 Corsair (set No. 48041) at £14.40 in 1/48th scale.

In 1/72nd scale there are sets for the F4U-5N Corsair (£11.50), F8F Bearcat (£8.65), F4U-7/AU-1 Corsair (£11.50), Spitfire Mk VIII/IX (£8.65) and Mirage III E/V/R (£11.50).

New resin engines include the P&W R2800 (£6.95), DB 605AB and AS (£9.95 each) in 1/48th scale. In 1/72nd there is the P&W R2800 (£4.95).

Blue Max

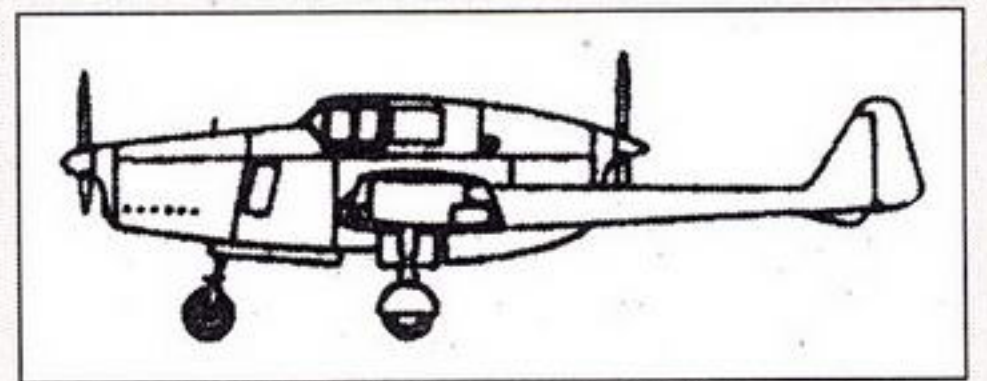
Another part of Pegasus, this firm will release a 1/48th scale kit of the DH.2. This kit will feature limited run injection moulded main components with pewter detail parts and

decals for two options. The kit will also feature steel tubing which will allow you to construct the tail booms accurately.

The UK price for this kit should be £19.99 and please note production is limited.

Pegasus

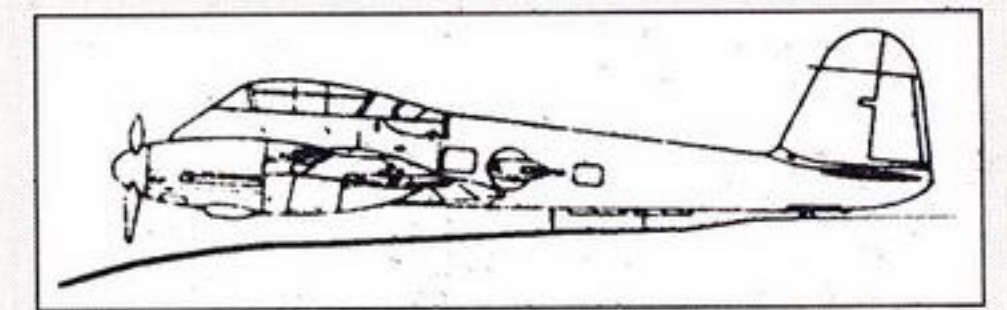
Released in early November was the limited run injection moulded kit of the Curtiss XP-40Q in 1/72nd scale (See Preview page). This kit features pewter detail parts and decals and sells for £11.99.



Hopefully released in time for the IPMS Nationals will be the Albatros D.III which will offer schemes for German and OAW versions. UK price should be £10.99. Also due is the Dutch Fokker D.XXII twin boom fighter and this will include markings for both military and civil versions. UK price will be £13.99.

Fine Moulds

Many of you may recall me mentioning the new 1/72nd scale kit of the Me 410 from this source in my report from the IPMS Nationals in the USA (See Vol 2 Iss 9 Page 579). At the time I had no idea of a price for this kit, although I did suspect it would not be cheap. The UK price is now confirmed at £27.95, so I was not wrong, and supplies should be in the UK very soon.



Other kits from this source include the A2N1 (£25.95) in 1/72nd scale. In 1/48th scale there will be the J8M1 Shusui in spurious No 312 Sqn markings (£39.95) and the Ki-43 Hayabusa in No 54 Sqn markings (£42.95).

I appreciate that Fine Moulds has a bit of a name for being expensive but I feel they have excelled themselves with this next item. New in 1/48th scale is a kit of the JUMO 004B jet engine. I suspect this kit is injected plastic, but it may be metal. However this does not detract from the astonishing point which is the price..... how about £27.95 for an item about 2.5" long!

UK source for the range is Hannants.

In Scale Decals

The latest releases from this firm are all to 1/72nd scale. First is sheet number 01872 which is for the Hurricane Mk I/II, sheet number 01972 is for the Finnish AF Bristol Blenheim Mk I/IV, 02072 is for the MS406 and Caudron 714, 02272 is for the Hawk 75A and 02372 is for the Hawk 75A & P-40M.

In 1/48th scale there is sheet number 02448 which is for the Hawker Hurricane Mk I/II in Finnish AF service and 02548 which is for the Hawk 75A & P-40M.

Each sheet is retailing for £5.95 and the UK source is Hannants.

S-Model

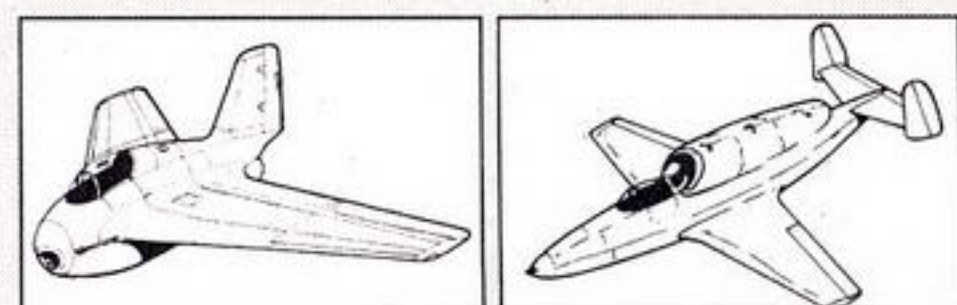
I mentioned this firm a few months ago and their intention to release a 1/48th scale vac-formed kit of PZL P-37 Los. This kit is now released and is available for £34.95. It features resin wheels, undercarriage, cowl fronts & engines, propellers and cockpit interior. Decals are also included and these offer options for Polish and Rumanian operated machines.



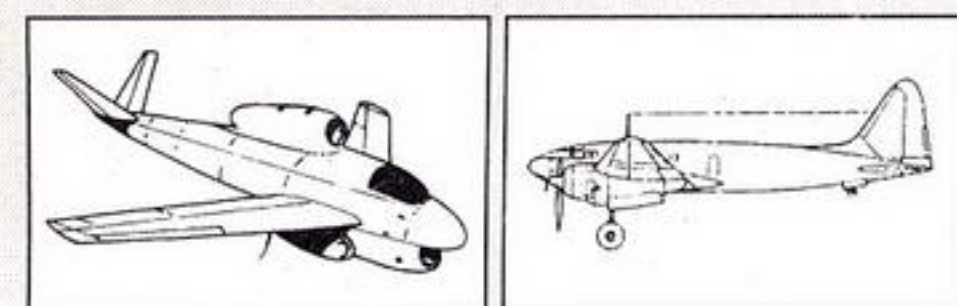
The kit is available from Hannants.

Planet Models

The latest release in this range of resin kits from this Czech company is a mass of Luftwaffe projects. In 1/48th scale there is the Lippisch Gleiter Bombenflugze at £22.50.



In 1/72nd there is the Lippisch P.20 'Komet' TL Jäger, Arado E.580 'Volksjäger' and Heinkel P.1073 Schneller Strahljäger all at £22.50. The Tachikawa Ki-77 at £25.95 and the Arado E.580 Project II at £32.95.



Each kit features resin main parts, white metal detail parts, vac-form canopies and decals. The entire range is exclusively imported into the UK by Hannants.

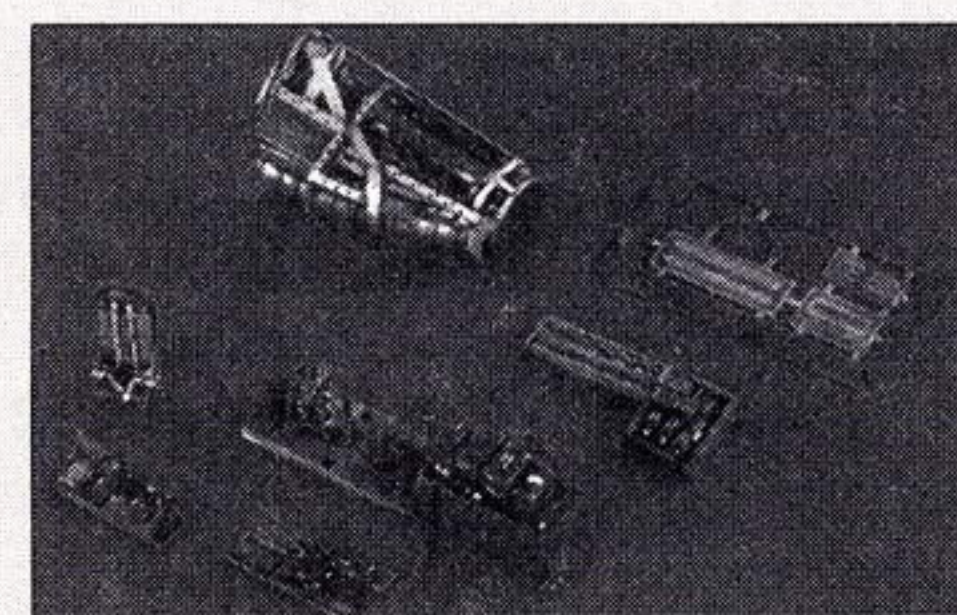
Mauve

This company has recently released the Kittyhawk IV in 1/48th scale. This is basically the P-40M which was previously released by them but with new decals.

The kit will sell for £17.50, which is a reduction in the usual price of £18.99. All the other P-40 kits are also reduced to £17.50, which is good news.

The entire Mauve range is imported into the UK by Pocketbond Ltd.

Verlinden



The latest update set from this source is for the P-51D. Designed for the 1/72nd scale Hasegawa kit the set offers a new cockpit interior, complete engine with etched engine cowl and new resin gun bays. There is also a 1/48th scale version of this update which is

designed for the Tamiya kit. It retails for just £13.90 and this makes it very good value.

PJ Productions

A new series of 1/72nd scale resin figures has recently been released by this firm. The first couple offered are a modern pilot, standing (721104), WWII seated pilot c/w separate arms and a modern pilot seated and complete with separate arms. Each set contains two figures and they retail for £2.50.

New kits from this source are two boxings of a resin Hawker Hunter F.6. The first, 721007 is offered in RAF markings, whilst the other (72108) is available in Belgian AF markings. Each kit is all resin with a vac-formed canopy and excellent decals and they retail for £27.50 in the UK.

The UK source is Avia Imports.

RugRatResin

Following on from their excellent DH Dragonfly kit, the next subject to be covered by this firm is the DH 84 Dragon. Produced to 1/72nd scale the kit will feature resin main components with vac-formed clear and metal detail parts. Decal options with the kit will include Railway Air Service and Hillman's and the UK price should be around £25.00.

Revell

The Spitfire Mk Vb and Bf 109G-10 mentioned last month seem to have been a real hit in the UK. The kits are selling like the proverbial hot cakes and having had the chance to look at them I can see why. The Spitfire Mk Vb is a real gem and the only comment I can make after my short inspection of it, is that the gull wing section is missing and the canopy is slab sided when it should be slightly 'blown'. The Bf 109G-10 is an excellent kit and apart from the cowls having rivets where there is only a crease in the skinning, it seems very accurate. Top marks for Revell for releasing these two gems at just £2.95.

Talking of the new kits produced for Revell in Poland, as the Spitfire and Bf 109 were, it is obvious that there will be more from this source and although I cannot currently confirm those topics that will be covered I can tell you that there are over ten more to come. Watch this space!

Yumo Co.

This is a new company from Yugoslavia and their first product is due in December. This will be a 1/72nd scale kit of the Soko G-4 Super Galeb. I believe the it will be limited run injection moulded plastic but have no other details at present.

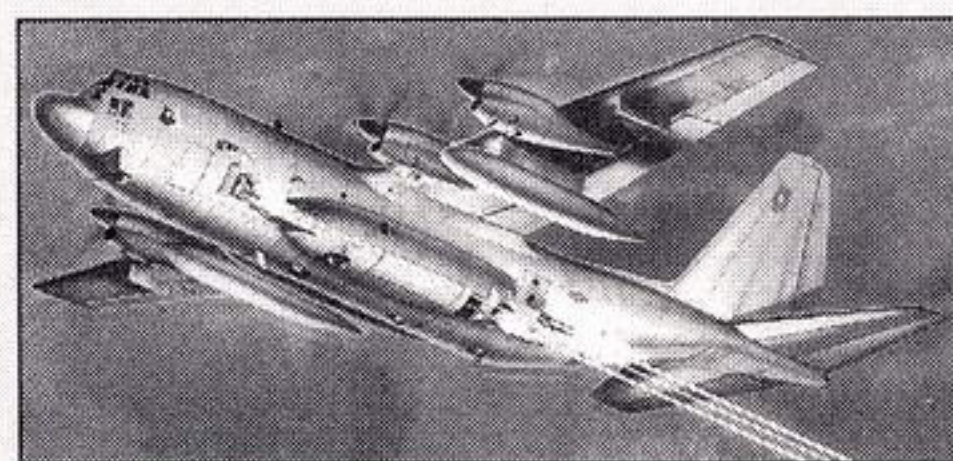
Beaney's

This model shop as you are aware have branched into producing some excellent conversion sets in resin and metal. The drone carrying F7F-2D was reviewed in our August edition (See Vol 2 Iss 8 Page 470) and the F7F-3N in the November edition (See Vol 2 Iss 11 Page 672). Each conversion was based

on the AMT kits of the Tigercat. The next item due from this source will be a water bomber Tigercat and this to will be based around the AMT kit.

Contact Beaney's on 01795 472815 for more details.

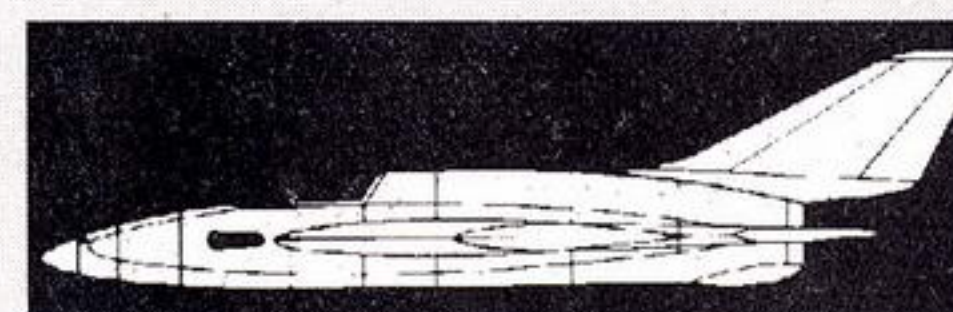
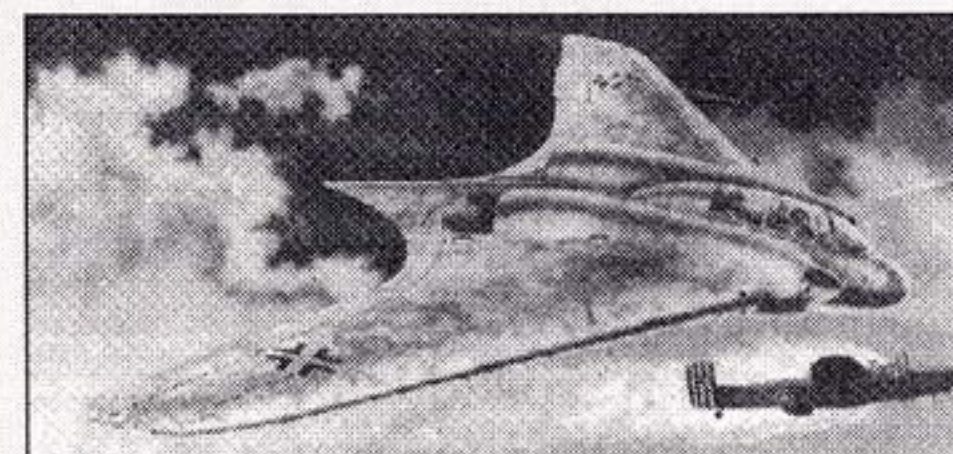
AMT



Due for release in October, but not yet out (I think!) was the AC-130U Gunship in 1/72nd scale. This will be followed in early December by the NKC-135A Airborne Laser Laboratory.

PM

Due any time now from this firm is the 1/72nd scale injection moulded kit of the two-seat Gotha Go 229. This will be followed by the Messerschmitt Me P.1111 project, the Vultee BT-13 in USN and Peruvian markings and the 'Latin Valiant' with no less than six Latin decal options.



The UK importer for this range is Toyway.

Skylander Decals

This is a new American decal manufacturer to me. Their latest release is a 1/72nd scale sheet entitled 'Boeing's Unsung Sentinel Pt.1 - The B-50A/D'. This sheet will feature schemes for a 20th BS, 2nd BG machine from Marham, a 96th BS, 2nd BG machine based at Lakenheath and a 63rd BS, 43rd BG aircraft based at Sculthorpe.

I have no idea of a price or UK source for this range so you may like to contact the firm at:

6561 N.Paseo Tamayo Rd,
Tucson, Arizona 85750-1228, USA
Fax: (001) 520 746 0458

Italeri

The latest kit from this source is the MiG-23MK in 1/72nd scale. I recently looked at one in a shop and my initial impression was good. The kit seems to smack of being a Zveta product and with Italeri's recent tie-in with this firm I am not going to be too surprised if the kit is in fact from this source. Where ever it comes from it is good value for its £5.30 retail price.

The entire Italeri range is imported into

the UK by Richard Kohnstam Ltd.

Broplan

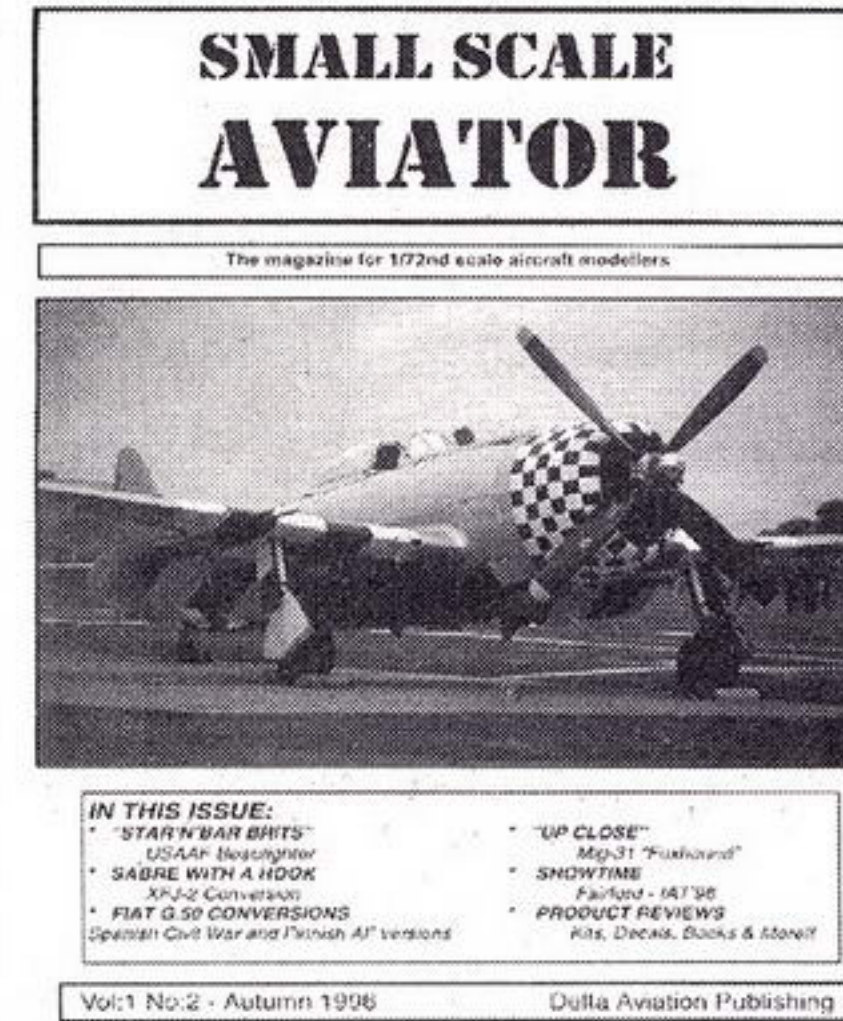
Due for release from this firm soon are the PZL P.1, Farman F68 Goliath and ASJA Sk-10 (Raab Katzenstein RK 26), all to 1/72nd scale. A conversion for the Supermodel Cant Z-506B into the Cant Z-506C is also on offer.

All these kits and conversions are vac-formed with injected plastic detail parts and they can be obtained directly from the manufacturer at:

ul. Pilotów 10G/33,
80-460 Gdansk, Poland.

Small Scale Aviator

The latest edition of this magazine which is dedicated to 1/72nd scale modelling fans, has just been released. The edition includes articles on USAF operated Beaufighters, converting the F-86 into the XFF-2 Fury, Spanish Civil War and Finnish AF Fiat G.50's, a close-up photo coverage of the MiG-31 'Foxhound' and a look at IAT 96. The magazine also includes a number of product reviews.



If you want a copy they can be obtained directly from:

Athena Books, 34 Imperial Crescent,
Town Moor, Doncaster. DN2 5BU.

This quarterly title is available on subscription from the same address at £16.50 (UK), £18.50 (Europe) and £26.50 (Rest of the World).

Magna Models

The latest releases from this firm are the Supermarine Scimitar and Short Sturgeon PR.1 in 1/72nd scale. Also available is the Bristol Freighter Mk.21 conversion for the Airfix kit. Each kit and conversion is resin with vac-formed clear and white metal detail parts but no decals.

Due in the future from this source is the Short Sturgeon S.B.3 and the Miles Monitor.

Ads Decals

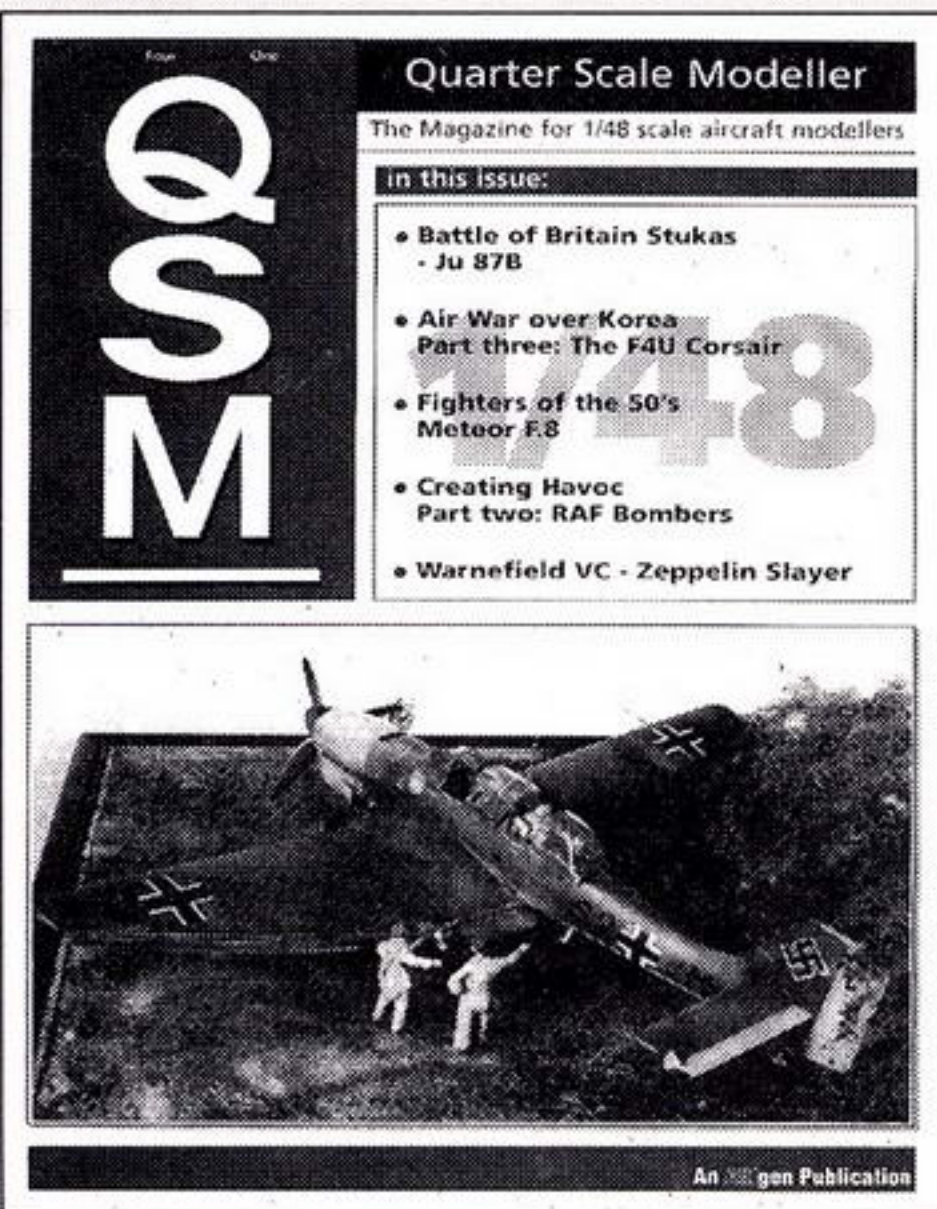
This new UK company are due to release their first product at the IPMS Nationals (fingers crossed!). It will be a sheet dealing with aircraft operated by JV.44 late in WWII. The sheets will be available in 1/72nd scale with nine options on it and in 1/48th scale with six options on it. Types covered will

News Update

include the Fw 190 and Me 262. Pop along to their stand, which is with Reheat, at the Nationals and have a look at these new sheets.

QSM

The latest edition of Quarter Scale Modeller has just become available. This magazine is dedicated to 1/48th scale modeller makers and this current edition has articles on Battle of Britain Stukas, the Air War over Korea (F4U Corsair), the RAF Havoc and Warnefield VC.



If you want a copy of this quarterly magazine then it can be obtained from:

Athena Books, 34 Imperial Crescent,
Town Moor, Doncaster. DN2 5BU.

This title is available on subscription from the same address at £18.00 (UK), £20.00 (Europe) and £26.00 (Rest of the World).

SMER

Recently released from this source are a couple of special reboxings of Heller kits. They are both to 1/72nd scale and are the Hurricane Mk IV and Spitfire Mk VI. Each kit will contain extra resin and metal parts to allow the variant to be built from the basic kit.

Also to be released in the normal range is the Avia CS92 (Bf 109G-10) and the Hurricane Mk IIc.

Tamiya

The new kit of the Dewoitine D.520 in 1/48th scale had been released in the UK by early November. This kit is superb and the comments I made about it when I saw the test shots whilst in the USA in our September edition still stand. The kit's release has also coincided with a drop in price by the importers. Now all the £15.99 kits by Tamiya are reduced to £14.99. This is a great piece of news and I can only hope for more of the same in the near future.



The G4M Betty is apparently out in the USA and this awesome kit will soon be in the UK. Hopefully it will retail for around £25.00 which is a good price for a model which is

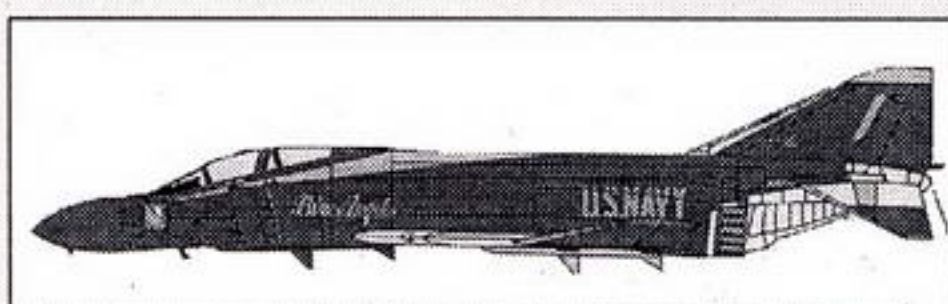
46cm long!

News about this firm is that in January 1997 the Meteor F.8 will be released in 1/48th scale. I cannot believe this will be the only option available, so watch this space. This should be followed by the long-rumoured Beaufighters in the same scale. At present we have no confirmation of this from the UK importers so hopefully we will know more in the future. There is also talk of further French types after the D.520 and with an MS406 in existence I cannot see them missing out on it. A two engined type such as the beautiful Beguet 693 would be wonderful!

In 1/32nd scale the F/A-18 Hornet is due and this will be followed by an F-4J naval Phantom. News is that the A-10 may follow that and then we may get an early F-4 and even an RAF FGR.2! Rumours at present seem to be settling on 1/32nd scale kits of some big WWII American naval fighters?

Yellowhammer Decals

The latest release from this American firm is a 1/48th scale sheet dealing with an F-4J of the 'Blue Angels' display team during the 1969 display season. The sheet contains decals to do any of the seven aircraft operated by the team at this time, but it also includes a fully correct painting guide. The manufacturers assure me that this guide is accurate and this is because the information has come directly from the men who painted and serviced the machines at that time! The images on each sheet are completely opaque and this means there will be no seepage of the dark blue colour underneath to spoil them. To follow before too long will be a 1/32nd scale version of this sheet.



If you want to know more contact Yellowhammer at:

PO Box 50199, Mobile,
AL 36605, USA

Hobbycraft

The new 1/48th scale kits of the early Curtiss P-40's seem to be making their way into the UK by early November. Initial reports are that the kits themselves are very generic and they therefore contain a mass of parts which are obviously destined for future releases. The types so far released are the 'Pearl Harbour Defender' (P-40B), 'AVG Tiger Shark' (P-40C) and 'RAF Tomahawk'. Apparently the decals in each kit are a vast improvement on anything seen before from this source, so that is good news.

Each kit will retail for £11.99 in the UK and the importers are Pocketbond Ltd.

Modelkrak

Referred to by us as KRAK Models in our review of their Breda 27M in the October edition (See Vol 2 Iss 10 Page 604-5), this Polish firm have recently been in contact with us in regard to their latest releases.

Due in 1/72nd scale are the Nakajima

Type 91, DH Cirrus Moth and DH Moth Major. These will be followed by the Kawasaki Army type 92 in the same scale. The firm assures me that the decals are much improved since we reviewed the Breda. Although Hannants have chosen to drop the range you can order these kits directly from their export company at:

Choroszy Model-Bud, Export-Import,
32-070 Krakow - Czernichow 371,
Poland. Tel: 4812 47-09-94

Prices for these and all existing kits should be around £10.00 plus P&P.

Collect-Aire Models

The latest kit from this American source is a 1/48th scale FJ-1 Fury. The kit is resin with metal detail parts, vac-formed canopies and decals by Superscale. The product is part of this firm's limited production high-quality collectors range and its retail price reflects the fact that only 200 copies are available worldwide. This kit retails for \$109.95 plus \$15.00 shipping outside the USA.



If you are interested or want to know more about the range, contact them at:

166 Glenville Lane, North Andover,
MA 01845, USA.
Tel: (001) 508 688 7283
Fax: (01) 508 685 0220

KPL

One of the latest releases from this American firm is a 1/72nd scale Piaggio P.32. The kit is injection moulded and it retails for \$15.95 in the USA. If you want more information contact the company at:

703 Cannon Rd, Silver Springs,
MD 20904, USA.
Tel: (001) 301 384 7853

Testors

Released in the USA is a huge number of new paints within the ModelMaster range by this firm. The paints are all enamels and as far as the aviation modeller goes there are 21 new FS595b matched colours, 16 new ANA matched colours and 22 RLM colours. On top of that there are 25 new colours for Japanese, Italian and Russian subjects although not all of these are aviation related.

To aid in 'scale effect' the company is also offering three white tints in matt, semi-gloss and gloss finish.

As yet I believe only a small number of this range are imported by Richard Kohnstam Ltd, however with this massive expansion in the range I can only hope they will consider bringing in the entire range.

Tac Scale Dynamics

The latest resin update set from this American source is for the Revell 1/32nd

scale MiG-21 kit. The set comprises eleven resin parts plus an acetate film for the instrument panel. The product, number 32006, is available for \$24.95 plus \$6.00 P&P from the firm at:

19-2 Summit St, Framingham,
MA 01701-7362, USA.
Tel: (001) 508 879 0857.

AeroMaster

Due at the Nationals this year will be this American firm and hopefully they will have their new Collectors Choice kits and a mass of new decals.

The kits are currently available in the UK and they are the MiG-21SMT and MiG-17 in 1/48th scale. Each will feature resin and etched brass by KMC, with decals from AeroMaster and the basic kit from OZ. UK price for each limited kit is £29.99.

Decal sheets due prior to the Nationals cover the Macchi C.200, P-38J of the 20th FG, three sheets for the Avenger, a three-part set dealing with the Air War over Italy and featuring Bf 109s, Ju 188s and Ar 234s, two sheets on the Mosquito including international schemes and even a Sea Mosquito. The release of the D.520 has heralded another two sheets for the type from this source and finally there is a sheet of RAF markings suitable for the P-47 Thunderbolt. Each sheet is to 1/48th scale.

All AeroMaster products are available in the UK via Hannants.

Squadron Publications

The latest release from this firm is an addition to their 'In Action' series. Book number 143 is all about the MiG-19 'Farmer' and it will be retailing in the UK for £7.95.

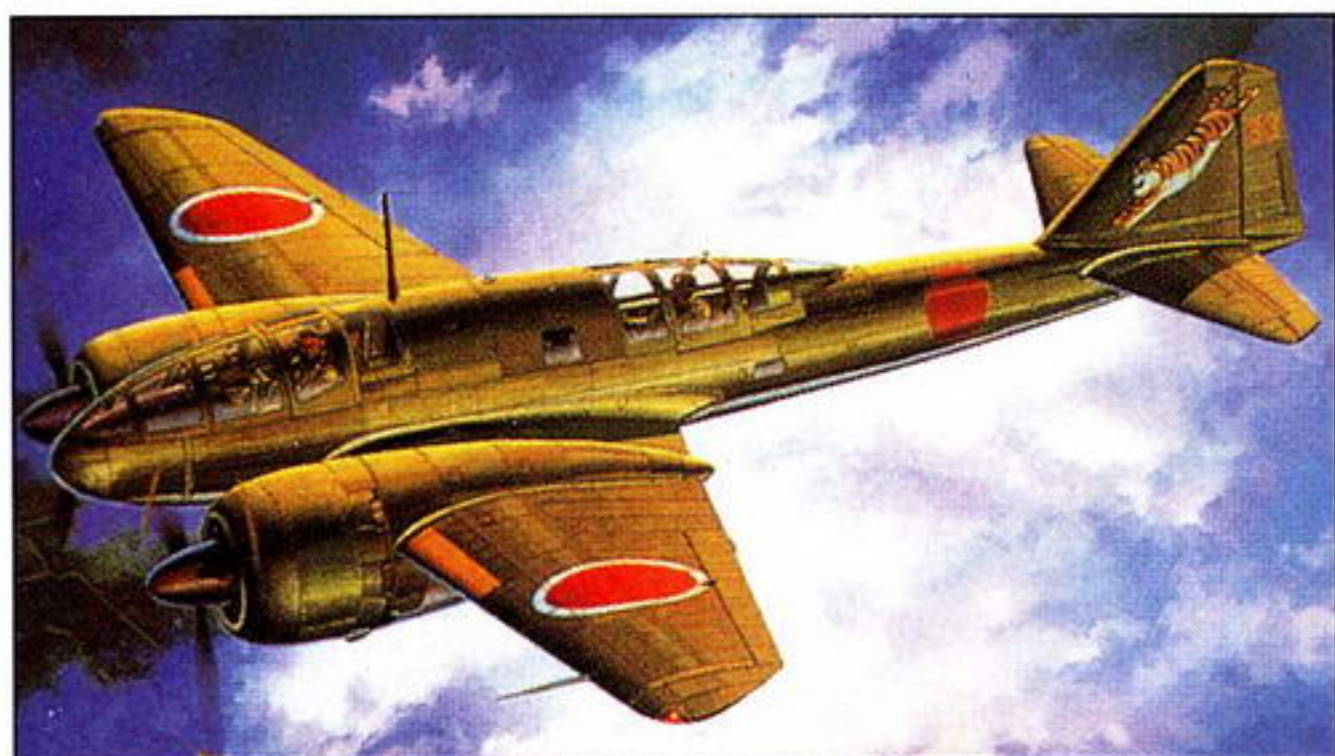


Two new additions are to be made to their MINI 'In Action' series with book numbers 7 on the JF Duck and 8 on the F-82 Twin Mustang. These titles should sell for £5.95 in the UK.

The entire Squadron book range is imported into the UK by Pocketbond Ltd.

Airfix

Apart from news of the new 1/48th scale F6 Lightning that will probably be announced by them at the Nationals, the big news is that they intend to release a mass of old favourites in 1997. At present I do not have the complete listing but I do know that the Fokker F.27 Friendship and both the helicopter and fighter Westland Whirlwind will also be released. This should annoy the collectors and thrill another generation of big-kids! I can only hope kits such as the two hovercraft are to be included as it would be great to see these back once more.



Technical Data

Kit: Mitsubishi Ki-46 III 'Dinah' **Manufacturer:** Tamiya

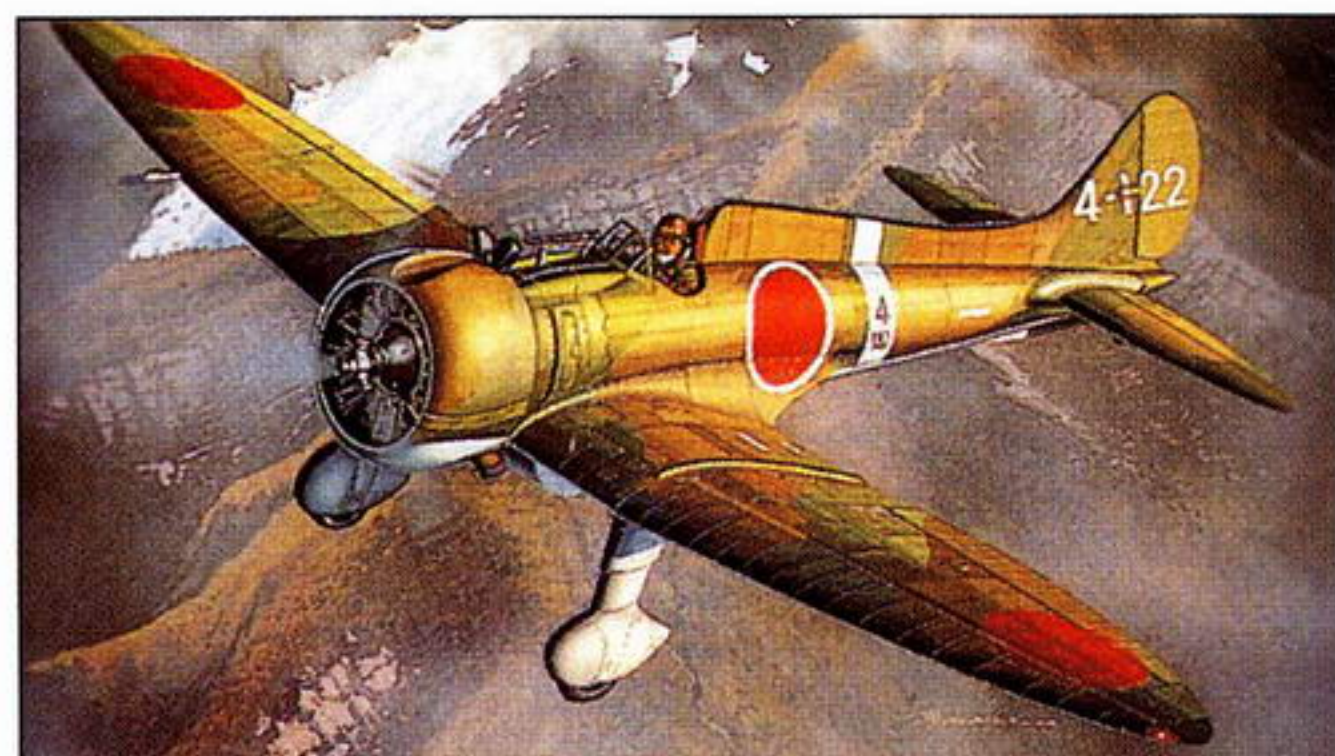
Scale: 1/48th **Price:** £18.99

Type: Injection Moulded Plastic

Parts: Plastic; 77, Clear; 12

Decal Options: 3

Supplier: Beaneys, 55 West Street, Sittingbourne, Kent
Tel 01795 472815



Technical Data

Kit: Mitsubishi A5M2a 'Claude' **Manufacturer:** Fujimi

Scale: 1/72nd **Price:** £9.95

Type: Injection Moulded Plastic

Parts: Plastic; 36, Clear; 1

Decal Options: 3

Supplier: H.G.Hannant Ltd, Harbour Road, Oulton Broad, Lowestoft, Suffolk. NR32 3LZ
Tel 01502 517444 Fax 01502 500521



Technical Data

Kit: EMW A 9 **Manufacturer:** Special Hobby

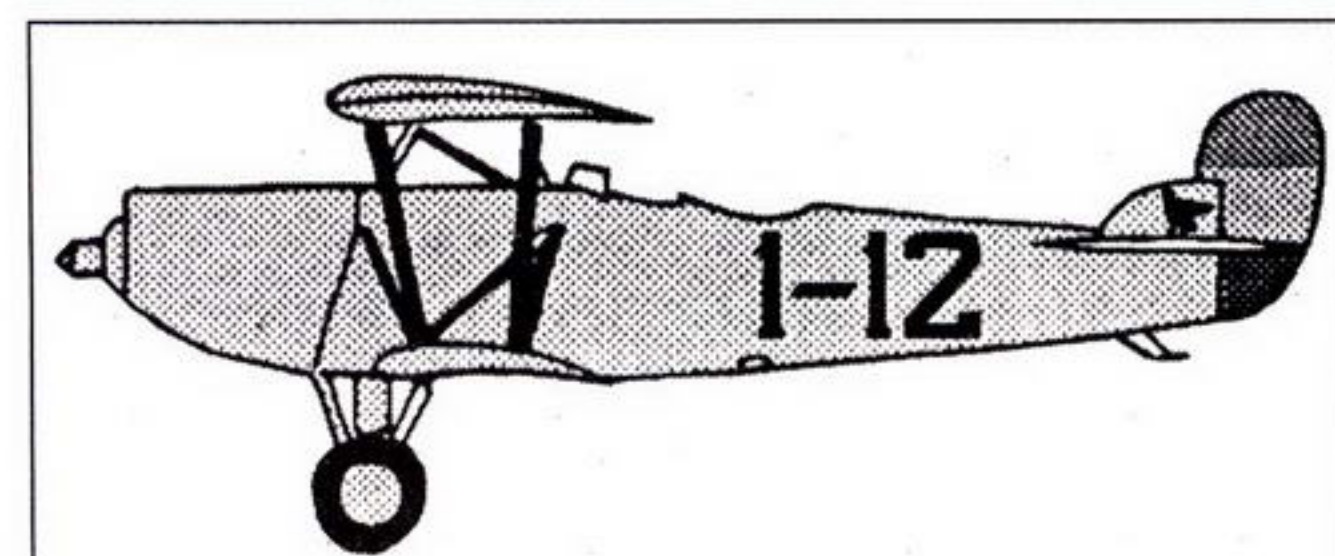
Scale: 1/72nd **Price:** £9.95

Type: Limited Run Injection Moulded Plastic & Vac-Form Clear

Parts: Plastic; 48, Clear; 1

Decal Options: 1

Importer: H.G.Hannant Ltd, Harbour Road, Oulton Broad, Lowestoft, Suffolk. NR32 3LZ
Tel 01502 517444 Fax 01502 500521



Technical Data

Kit: Loring R.III **Manufacturer:** Dekno

Scale: 1/72nd **Price:** £22.75

Type: Resin & White Metal

Parts: Resin; 16, Metal; 12.

Decal Options: 3

Importer: H.G.Hannant Ltd, Harbour Road, Oulton Broad, Lowestoft, Suffolk. NR32 3LZ
Tel 01502 517444 Fax 01502 500521



Technical Data

Kit: Bell P-63C Kingcobra **Manufacturer:** MPM

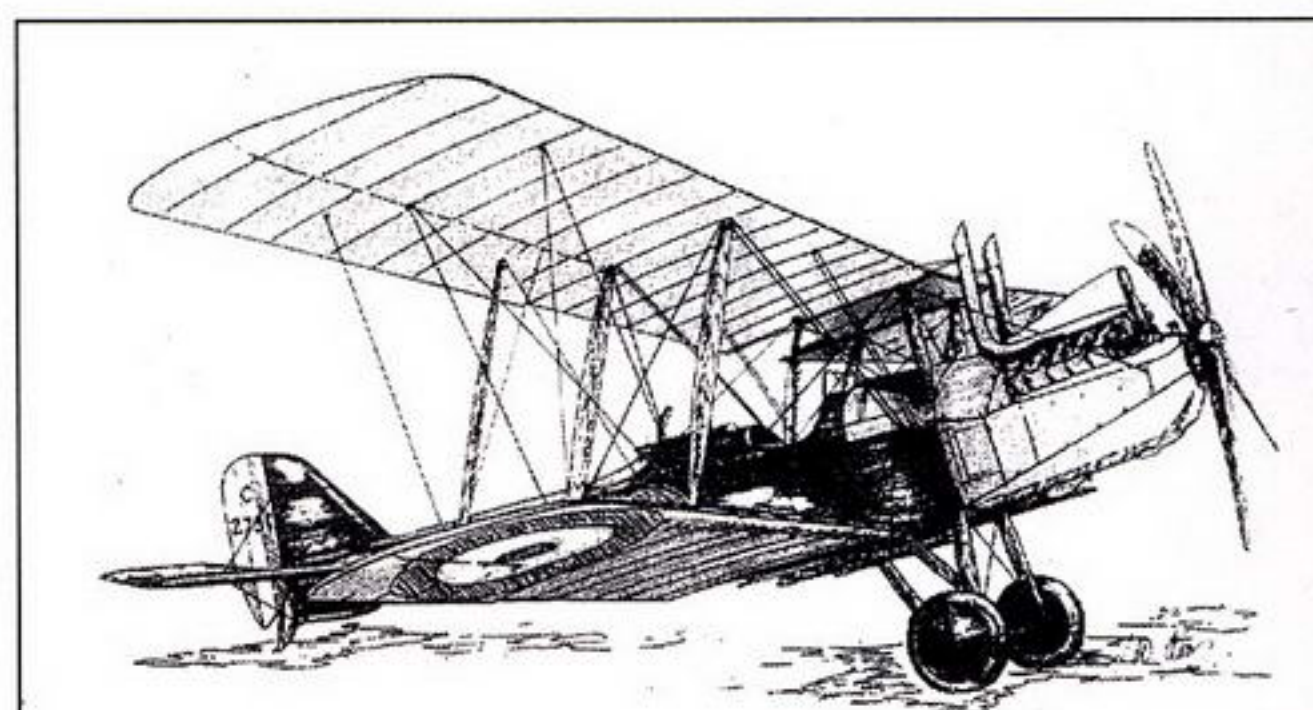
Scale: 1/48th **Price:** £19.95

Type: Limited Run Injection Moulded Plastic, Resin & Vac-Form Clear

Parts: Plastic; 56 Resin; 15, Clear; 4

Decal Options: 2 (French & Russian)

Importer: H.G.Hannant Ltd, Harbour Road, Oulton Broad, Lowestoft, Suffolk. NR32 3LZ
Tel 01502 517444 Fax 01502 500521



Technical Data

Kit: Royal Aircraft Factory R.E.8 **Manufacturer:** Aeroclub

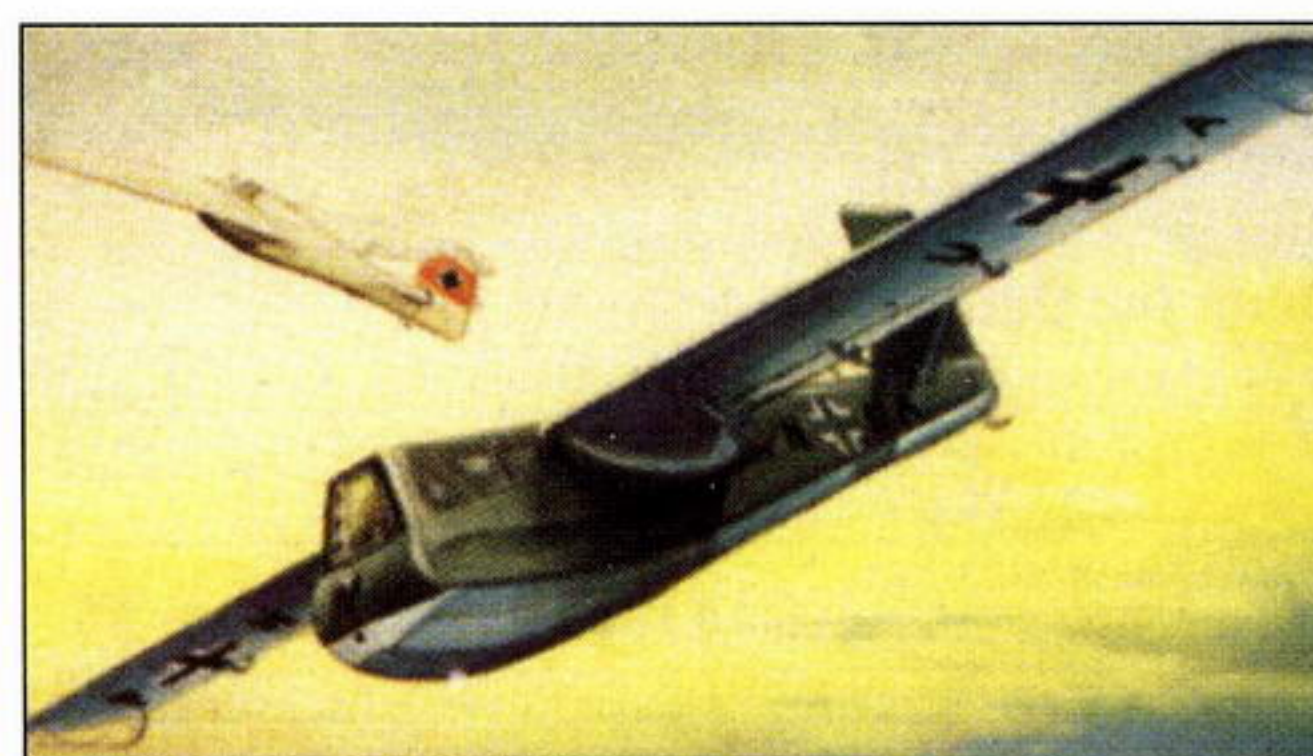
Scale: 1/48th **Price:** £23.75

Type: Limited Run Injection Moulded Plastic & White Metal

Parts: Plastic; 15 Metal; 39

Decal Options: 6 (5x RFC & 1x Belgian AF)

Distributor: Aeroclub Models, 5 Silverwood Avenue, Ravenshead, Nottingham. NG15 9BU
Tel 0115 967 0044 Fax 0115 967 1633



Technical Data

Kit: Blohm & Voss Bv 40 & Stummelhabicht

Manufacturer: Warlord

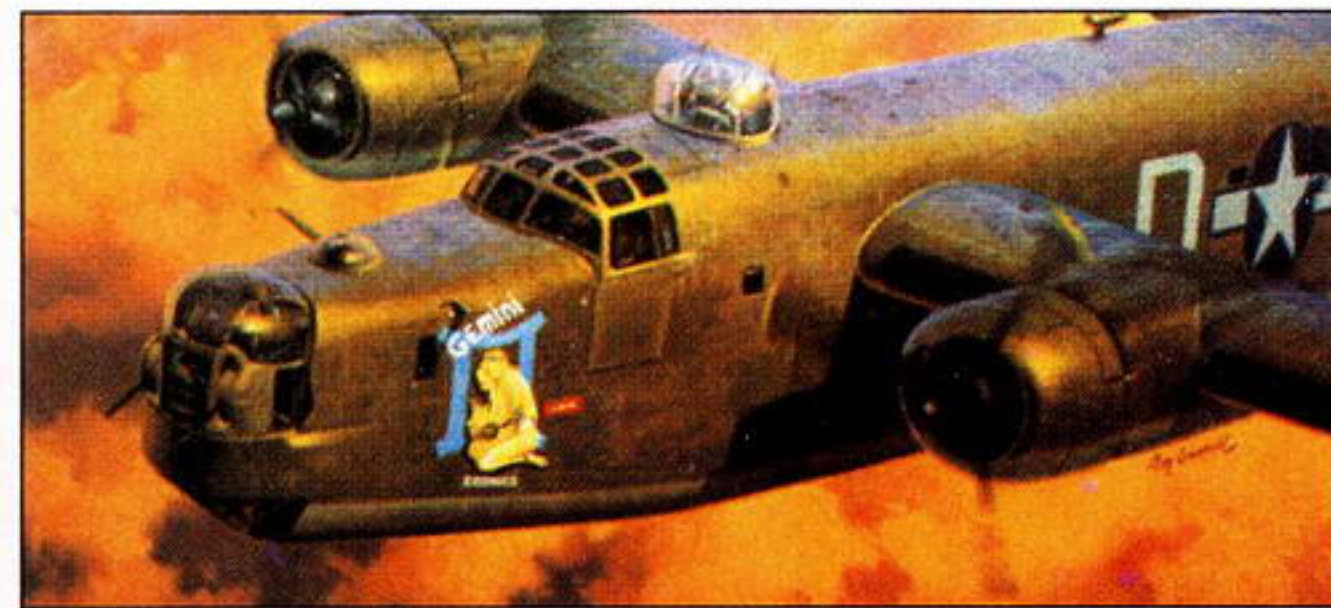
Scale: 1/72nd **Price:** £12.99

Type: Limited Run Injection Moulded Plastic & Vac-Form Clear

Parts: Plastic; 33, Clear; 1

Decal Options: 1 each

Importer: H.G.Hannant Ltd, Harbour Road, Oulton Broad, Lowestoft, Suffolk. NR32 3LZ
Tel 01502 517444 Fax 01502 500521



Technical Data

Kit: Consolidated B-24H Liberator 'Zodiac-Gemini'

Manufacturer: Academy

Scale: 1/72nd **Price:** £17.99

Type: Injection Moulded Plastic

Parts: Plastic; 120, Clear; 29

Decal Options: 1

Importer: Toyway, Unit 20, Jubilee Trade Centre, Jubilee Road, Letchworth, Herts. SG6 1SG
Tel 01462 672509 Fax 01462 672132



Technical Data

Kit: Focke Wulf TL Jäger 'Flitzer' **Manufacturer:** Revell

Scale: 1/72nd **Price:** £5.75

Type: Injection Moulded Plastic

Parts: Plastic; 38, Clear; 1

Decal Options: 2

Importer: Revell GB c/o Binney & Smith Ltd, Amphil Road, Bedford
Tel 01234 360201



Technical Data

Kit: EMW A 4b **Manufacturer:** Special Hobby

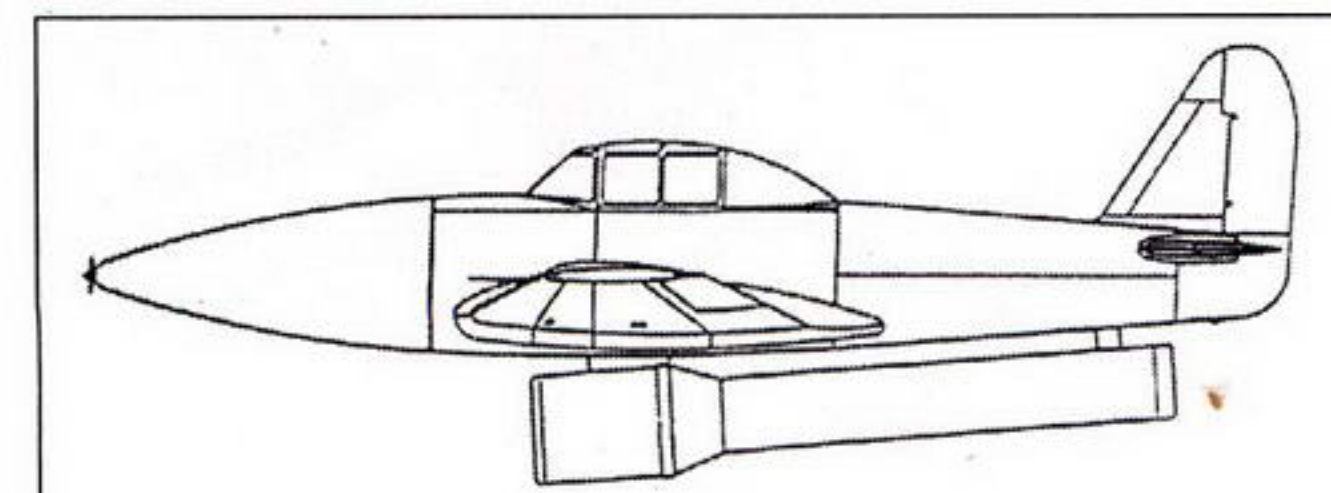
Scale: 1/72nd **Price:** £9.95

Type: Limited Run Injection Moulded Plastic & Vac-Form Clear

Parts: Plastic; 54, Clear; 1

Decal Options: 1

Importer: H.G.Hannant Ltd, Harbour Road, Oulton Broad, Lowestoft, Suffolk. NR32 3LZ
Tel 01502 517444 Fax 01502 500521



Technical Data

Kit: Kawanishi Baka Project No.3

Manufacturer: A+V Models

Scale: 1/48th **Price:** £24.60

Type: Resin, White Metal & Vac-Form Clear

Parts: Resin; 16, Metal; 2, Clear; 1

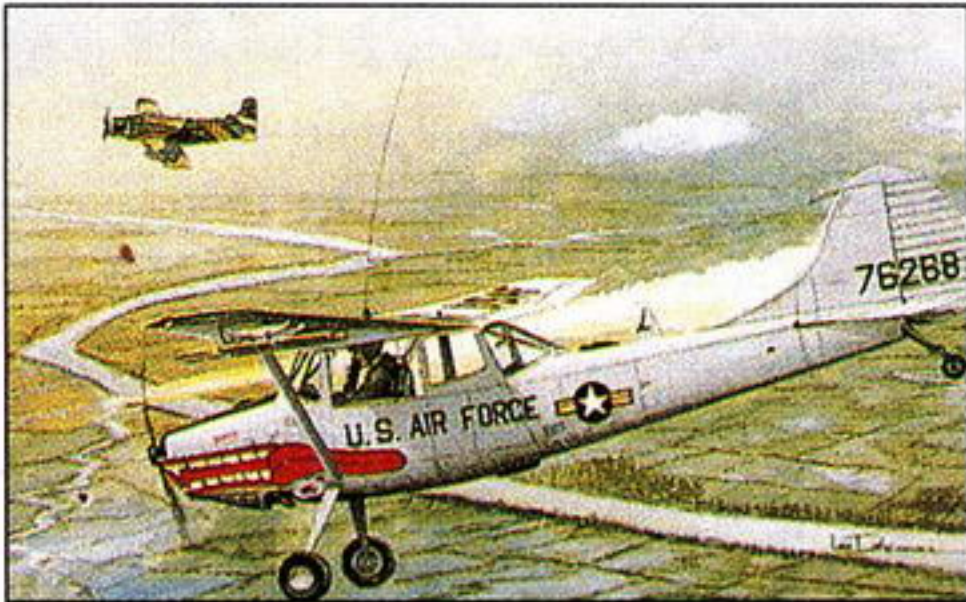
Decal Options: 1

Importer: H.G.Hannant Ltd, Harbour Road, Oulton Broad, Lowestoft, Suffolk. NR32 3LZ
Tel 01502 517444 Fax 01502 500521

**REVELL
COMPETITION
Page 775**

Reviews

Cessna L-19/O-1 Bird Dog



Technical Data

Manufacturer: Model USA

Scale: 1/48th

Price: £14.99

Type: Injection Moulded Plastic

Parts: Plastic 54, Clear 9.

Decal Options: 3

Distributor: Pocketbond Ltd, P.O.Box 80, Welwyn, Herts. AL6 0ND

Tel: 01438 798593 Fax: 01438 798616

The Kit

Based upon the highly successful commercial model 170, the military version of the Cessna went on from its initial design in 1950 to serve extensively with the USAF and US Marine Corps as a trainer cum observation and liaison aircraft, with notable service in the Vietnam war. The aircraft also saw service with many other nations across the globe.

This kit has been released before, about two years ago. It has not been generally available and is now back thanks to Pocketbond Ltd

Construction

Overall the level of flash on the kit parts

requires a reasonable amount of time to be spent trimming away. However this effort is worthwhile as there are some good points of detail included, most notably with the cockpit interior, which is where the construction starts.

The pilot and observer's seats are fixed to a cockpit base which also includes the aircraft power plant. Instrument detail and cockpit interior are included within the moulded parts and dry brushing will help enhance the appearance once the interior is given its light grey colour.

Before matching the two fuselage halves, fit the various side window panels. A word of warning here, the fit is poor and I found all panels required shaving down to ensure a good fit. Once inserted the two fuselage halves can be matched, although requiring some Squadron Green filler.

The wing assembly is straight-forward and once this is attached to the fuselage the front and rear cockpit windscreens can be fitted, again the fit is poor and additional work is required. Fit the stabilisers and tail plane and the model begins to look like an aircraft. At this stage I decided to paint the model before attaching many of the smaller components which can be so easily knocked off whilst handling it. Two of the three versions require the aircraft to be light grey (FS 16473). After priming with Halford's Acrylic Car Primer I sprayed the whole model with Holts Cumulus Gray (LB131) car spray which I found to be a very close match. At the same time

spraying the remaining smaller components whilst on their sprues.

After painting I fitted the undercarriage and propeller unit, at this point I found the first major disappointment of this kit. The main fixed undercarriage and rear tail dragger are very flimsy, once assembled this model will require gentle care. To be better safe than sorry an experienced model maker must be prepared to scratch build a more substantial undercarriage.

Colour Options

Now it was time to choose which version I was going to finish the kit as, the choice being an aircraft serving with the South Vietnamese Air Force (1975) or a USAF version from the early days of Vietnam (1966). Having to make this choice I decided to give the VNAF a go, as I fancied a tail band decal rather than the engine cowlings Jaws decal (discretion being the better part of valour)! The third version is a darker grey (FS 14064) and represents an aircraft from the Japanese Air Force (1980) All three versions can be

fitted with air to surface rockets to give the Bird Dog offensive capabilities. Overall full marks to Model USA for the variety of options.

Decals

Decal quality is good and very comprehensive, there are numerous fine detail decals covering the various inspection hatches, lubricant types etc. I counted 47 items in all! Which in simple terms means up to an hour of work to apply the full range (Sorry Ed, I got bored after about twenty minutes).

Decal Rating = 8/10

Conclusion

A nice kit which can make an interesting addition to any Vietnam collection. However it is ideally suited to the more experienced modeller, the glazed cockpit panels and the undercarriage will require additional work to achieve a satisfactory finish.

Recommendation

One for the more experienced I feel.

Thanks to Pocketbond Ltd for the review sample.

Stephen Ellen



Junkers Ju 87B

Technical Data

Manufacturer: Astrokit

Scale: 1/72nd **Price:** TBA

Origin: Fujimi

Type: Injection Moulded Plastic

Parts: Plastic; 57, Clear; 2.

Decal Options: 4

Manufacturer: AstroModel S.A.S, via M. Lercari, Sez M.n 5 (Darsena), 16126 Genova, Italy

Tel: 010 2464555 Fax: 010 256477

The Kit

This is not a new kit instead it is a re-boxing of the excellent Fujimi Ju 87B with the addition of decals for German, Italian and even a captured example which are produced by Tauro.

The Fujimi kit is well known, features recessed panel lines and there is little or no flash on any of the parts. Each sprue is packed into a separate bag and this does mean the clear parts are well protected. Even the decal sheet is bagged, ensuring it too does not get damaged.

Instruction Sheet

This is basically the instructions from the



Fujimi kit with new colour and marking sections added to it. The instructions are clear and assembly is completed in nine well illustrated stages. Points to note such as opening holes in the wings etc are all pointed out throughout construction.

Construction

It is quite an easy kit to make up and before very long you find yourself with the familiar shape of a Stuka on your modelling bench. The interior could do with a little extra detailing and as this is a Fujimi kit you can probably obtain a suitable etched set from the extensive Eduard range to suit.

The only problem areas I had were the fitment of the lower cowl insert (Part No.15), which was a little vague and required a bit of filler. Other than that the kit basically fell together. Leave off the exhaust stakes (Part No. 33 & 34) and the dive brakes (Pt. No. 49 & 50) until after painting. You may also wish to leave off the bombs and the propeller, although all these parts should be built up and painted as individual units.

Accuracy

I don't think that the accuracy of the Fujimi kits have ever been in doubt, they certainly look every bit a Stuka. However checking them the kit measures out at 36ft 3in long and with a span of 45ft 4in. Going by the dimensions in 'German Aircraft of the Second World War' in the Putnam series the B-2 had a length of 36ft 1in and a span of 45ft 3.5in. This means

that this kit is very accurate (especially when you take into account my inaccurate measuring!).

Colour Options

Here the kit really excels. There are four schemes in the kit, all very appealing. The first are two Italian operated examples. Both are ex-Luftwaffe. The first is a machine operated by No.209 Sqn in Libya in 1941. This machine is in a German scheme of RLM 70/71 in a splinter pattern over RLM 65. The extreme of the nose and entire spinner are yellow (RLM 04?). Over this have been applied areas of Olive Green (upper) and Light Grey (lower) to mask out the old Luftwaffe insignia and codes.

The other option has been totally repainted into Italian colours with Olive Green over Light Blue-Grey. This machine was operated by No.239 Sqn, 102 Group and was flown by Capt Cenni.

The No.209 Sqn machine was later captured by the British and this is the third option in the kit. The machine carries all the colour and markings noted for the Italian version however it also carries RAF roundels on the fuselage and above and below the wings, plus an RAF tail flash.

The final option is a Luftwaffe version operated by Stukageshwader 2, 6./II in North Africa in 1941. This machine is well known, being coded T6+MP and carrying a massive snake motif all the way down each fuselage side.

I opted for the complex captured example. The main colours were from the AeroMaster 'Warbird Colors' range being RLM 70/71 over RLM 65 with an RLM 04 nose and spinner. The grey areas under the wings were simply pre-masked areas of the grey primer applied to the model (easy life every time!) and the 'Olive Green' was in fact RLM 82. The cockpit interior is RLM 66 and the tailwheel yoke is RLM 02.

Decals

These are made for AstroModel by Tauro and they are nice and glossy with visible



carrier film around each image. Having sprayed the model with gloss varnish I

decided to apply them without any trimming - bad move! Although each

image settled down nicely with a little application of Micro Sol & Set solutions, most of them silvered to some degree once the matt varnish was applied.

Decal Rating 8/10

Conclusion

An easy kit to make with some excellent decal options which could be put together by any skill level. The lack of importer and possible high price however may restrict those who are willing to go to the effort of obtaining one, which is a shame.

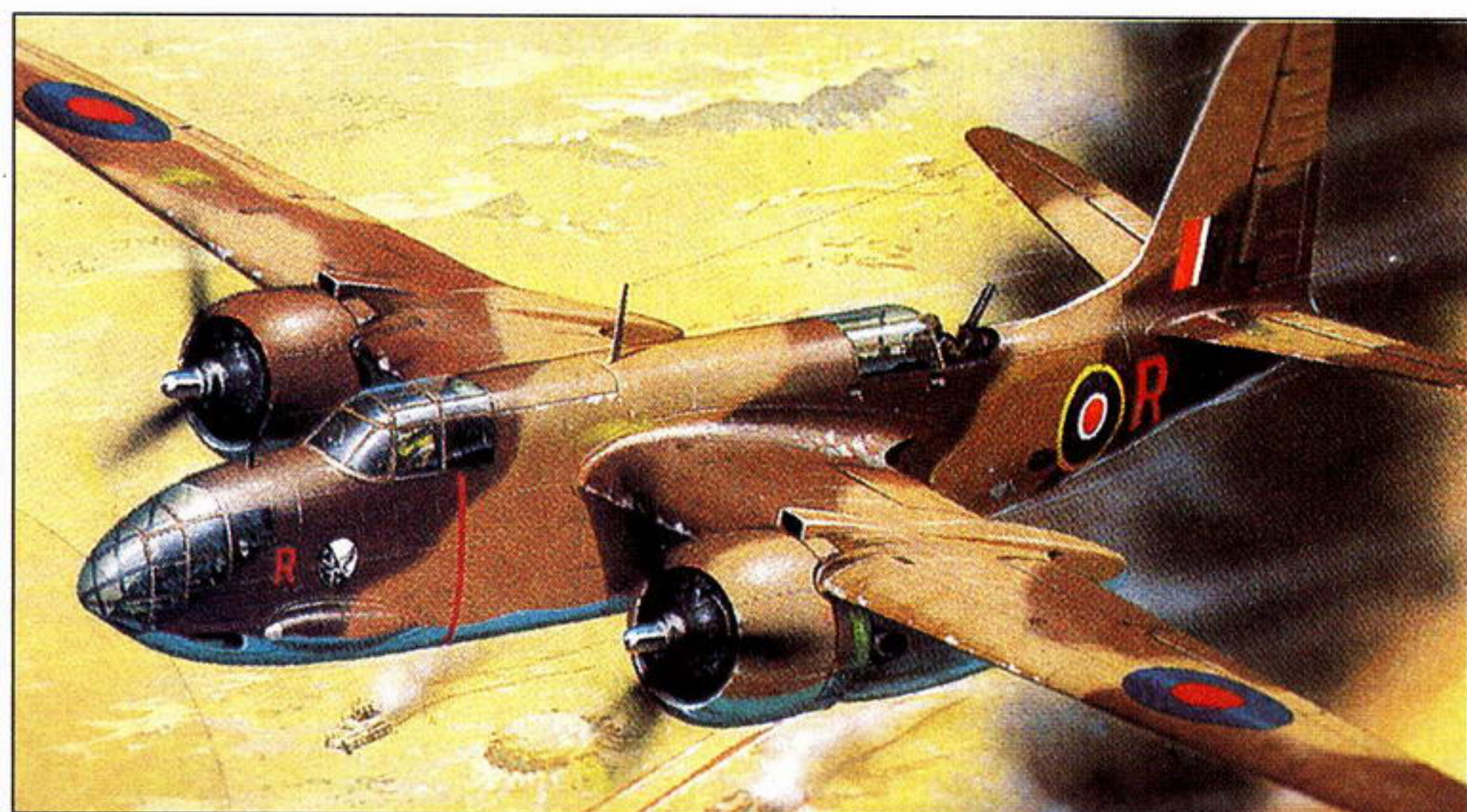
Recommendation

All skill levels could make the Fujimi kit, so they can all make this one.

My thanks to AstroModel for the review sample.

Richard A. Franks

A-20C Havoc/Boston III



Technical Data

Manufacturer: Revell
Scale: 1/72nd **Price:** £5.75
Type: Injection Moulded Plastic
Parts: Plastic 55, Clear 7
Decal Options: 2
Distributor: Revell (GB) Ltd. c/o Binney & Smith Ltd, Amptill Road, Bedford.
Tel: 01234 360201

The Kit

When you open the box all 55 plastic parts are on one large sprue. This is an old kit having been available through Matchbox for a number of years in both bomber and attack aircraft forms. The age does show with some of the parts requiring a large amount of tidying up and all the principle parts contain a mass of raised detail and rivets. Looking at all the lumps and bumps I couldn't help wondering how well the decals were going to perform. The clear plastic parts are thick and the detail is overscale. Generally however the impression is of reasonable simplicity with some nice detail touches such as the wheels and engines.

Construction

You start with the cockpit and dorsal gun position. Both these areas are formed from very simple bulkheads with minimal

detail. Inside there is plenty of empty space to practice on if you want to improve your scratch building. The fuselage and wing assemblies go together trouble free although there was a small gap at the wing roots and a slight step on the underside of the fuselage to deal with.

The wheels and engine nacelles are a throwback to an earlier age of modelling (being an area where the kit does show its age). The engines, nacelles and engine cowls never quite seemed to fit properly although this was overcome with some filler and a bit of careful sanding down. The nose of the kit is rather nasty and boring. I stuffed it with bits of plasticard etc to add a bit of interest for anyone having a peer inside.

The kit is supplied with a little support that locates under the tail because of the problem with finding room for the nose weight. I filled every conceivable part of the front of this kit with weight, including behind the engines, in an effort to get it to sit 'nose down'. This wasn't sufficient so I ended up stuffing small lead fishing weights all around the gaps that were left. It worked but you need at least 5 or 6 grams of weights.

Accuracy

The kit is 204mm long and as a wingspan

of 264mm. This equates to a length of 47ft 7 inches and a wingspan of 61ft 8 inches. The kit appears to be 4 inches overscale all round, which is close enough by my standards, and more than captures the pleasant lines of this capable work horse.

Colour scheme

Two colour schemes are provided. The instructions state that the first scheme is for a USAAF 15th Bombardment Squadron (15th BS) aircraft, AL452, as attached to No. 225 Squadron RAF in August 1942 flying from Swanton Morley. This I suspect is a typographical error as No. 225 Squadron was flying Mustang Is and Hurricane IIB/IICs from Macmerry during this period., I believe it should read "No. 226 Squadron". The aircraft is basically Olive Drab with a Medium Grey under surface.

The second scheme is, to my mind much more interesting. This is aircraft AL877 of No. 24 Squadron, South African Air Force in Tunisia, April 1943. This was the colour scheme which really attracted me to the kit, not only because

of the glorious Western Desert colours, but also because of my interest in the South African Air Force. It comprises the wonderful Stone and Brown camouflage with blue under surfaces. This is complemented by the South African Air Force markings which are as per standard RAF markings except that deep orange replaces the red. I'm afraid this kit was simply a "must have" because of these markings.

Having prepared the kit I used Halford's White Acrylic Primer as a base. I then sprayed Tamiya XF-59 Desert Yellow (90%) with XF-19 Sky Grey (10%) to give the Middle Stone base colour (the instructions refer to "Ochre" but this has quite a substantial tan element to it). Next I carefully pencilled the camouflage pattern onto masking tape, cut out each section with a scalpel and oversprayed the exposed areas with XF-52 Flat Earth (the colour not the philosophy). Satisfied that this was looking good, I then used XF-8 Flat Blue (50%) with XF-2 Flat White (50%) for the lovely Azure Blue undersurface.

Ignore the kit instructions - as far as I am aware Western desert aircraft were never coloured light green underneath (unless someone out there knows better).



Decals

Although I gloss varnished the whole kit prior to applying the decals, I was very concerned given the vast amount of raised detail. The decals themselves were rather thick and very matt. I trimmed off the carrier film and used good old Micro Set and Sol to assist. The squadron markings and serial numbers responded well to these setting agents but the roundels were rather difficult to work with. I have to confess that, in the

end, I used roundels from another source as I think I probably "overworked" the Revell ones- their adhesion qualities were not good enough to start with! There was a slight amount of silvering but given the thickness of the carrier film and the heavy rivet detail, this was not unexpected.

Decal Rating = 6/10

Conclusion

What a great little kit. It's got some nasty

bits and the heavy rivet detail will not please everyone. The inside doesn't have any detail at all and the canopies are horrible. Yet when it was finished I thought it was beautiful - that colour scheme is just the business. With a little bit of patience, some imagination and a bit of plasticard and sprue inside, you can make this kit into a very nice example of the A-20. I would recommend getting some vac-form canopies however - the

ones supplied with the kit let it down a bit.

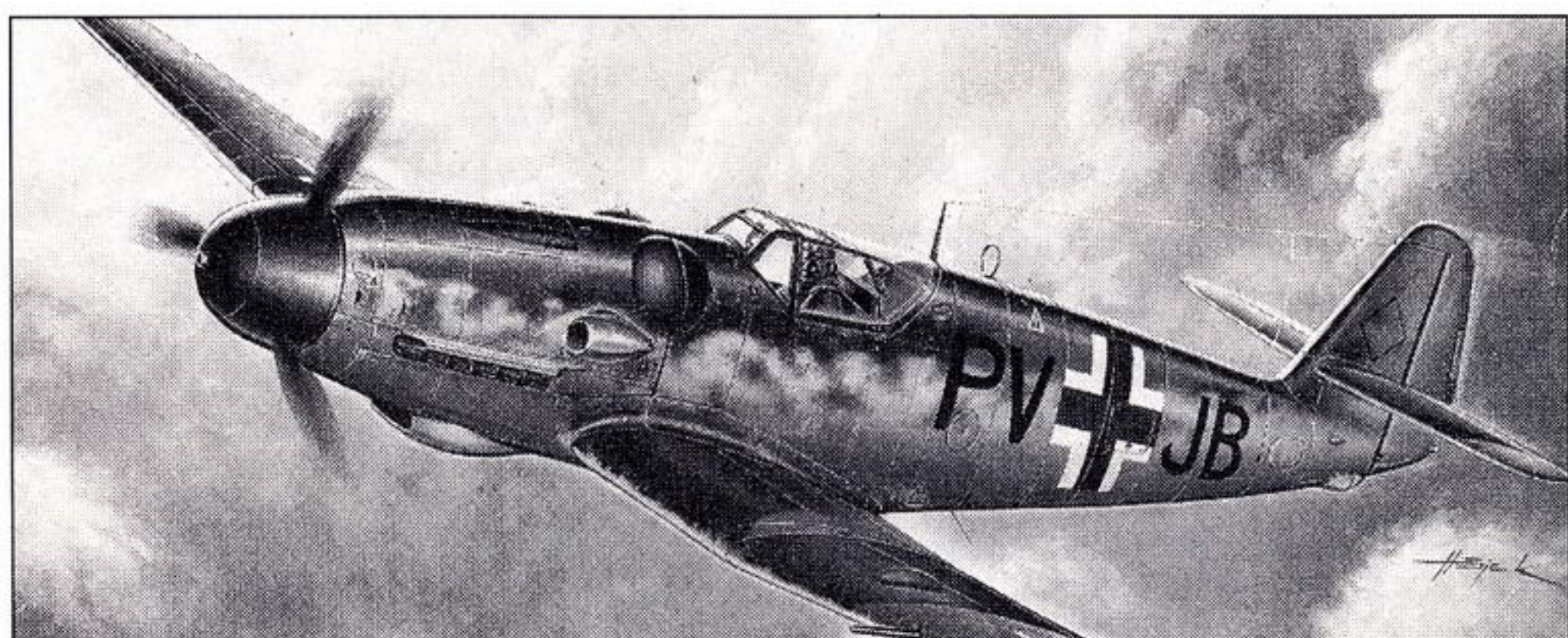
Recommendation

One for all levels here I think. The beginner will have fun making it, warts and all. The experienced modeller can really get to grips with the inside and out.

My thanks to Revell (GB) for the sample.

Steve Benstead

Messerschmitt Bf 109H1



Technical Data

Manufacturer: MPM

Scale: 1/72nd

Type: Limited Run Injection Moulded Plastic

Parts: Plastic 33, Clear 2, Acetate 1, Etched 1

Decal Options: 2

Distributor: H.G. Hannant Ltd, Harbour Rd, Oulton Broad, Lowestoft, Suffolk. NR32 3LZ
Tel: 01502 517444 Fax: 01502 500521

one of the fuselage halves and painted RLM 66. Then I added the pre-painted instrument panel with acetate backing (sadly lost to sight in the finished fuselage) together with the throttle controls, trim wheel and the rudder pedals.

In fact the instrument panel seemed an uncertain fit aggravated by the upper front fuselage coaming, housing the MG131 gun troughs. Some judicious sanding and cursing resulted in eventual success.

The wings needed only the lightest sanding purely as a cosmetic action, the fitting of the upper and lower sections was excellent, indeed some slight easing of the fuselage/wings joint was required as the joint was so tight. Not a filler affair at all.

The lack of location pins is a feature on limited run kits, (apologised for in this production, with explanations as to why in the instructions) and it means that while one tailplane item is easy to fit, the opposite side item necessitates quick twisting and examination of the offending item, judging to a nicety when the liquid cement will not allow further adjustment.

At this stage I checked over the assembly, a slight sanding, then applied a primer coat to show up any surface imperfections. Once these were attended to on with two coats of the overall colour scheme and when that had dried, various detail parts were added.

MPM supply two vac-formed canopies of indifferent clarity. The so called Galland clear view canopy, actually I believe it was properly referred to as the 'Erla Haube' canopy, together with the normal Bf 109 framed canopy.

In a fit of uncalled for bravado I selected the Galland type example and with a combination of saw, surgical scalpel and imminent loss of fingers I converted it into an open canopy. This action enabled some of the cockpit detail

to be seen, added interest to a slim, unobtrusive monotone aircraft and also highlighted the fact that the back armour plate which swings over with the side hinged cockpit cover should be armour glass and transparent - a simple replacement item in clear acetate was substituted.

Accuracy

A variable feature on a hazy aircraft development at an even hazier period for aircraft data & camouflage. Even now, over fifty years later, fresh information, new and arguable facts still arrive

Green's "Warplanes of the Third Reich" gives the span of the Me 109 H1 as 43ft 6 inches; the kit scales out as 43ft 10 inches. No problem. The overall length of the aircraft is given as 33ft 7 1/2 inches; the kit scales out at 31ft 9 inches. Not a disaster by any means. Grainger's "Aero Data" plan of the Me 109E and the kit tailplane coincided for span, whereas the H1 tailplanes were 17.5% wider. The supplied unit does not look amiss, if the point worried you it is no great problem to replace with a plastic card substitute.

Colour Options

The kit contains colour details for the V54 variants which preceded the H1 aircraft. MPM recommend RLM 70/74/75 which is probably correct. I selected the H1 aircraft with a scheme of overall RLM 76 which my Humbrol tin labelled as Hellgrau but MPM list as Lichtblau. All undercarriage bays, legs, inside of undercarriage doors and tailwheel yoke were RLM 02 (AeroMaster 9020). Wheel hubs were metallic satin black (Humbrol) and tyres, my ages old preference Humbrol 53 Metallic Grey. Some spider web stretched sprue for aials and thicker

sections for cannons etc means we are almost done.

Decals

A propagteam product 'nuff said? Well, yes, but.... firstly the decals correctly are minimal, on the H1 little more than National markings. You will note on the sheet four tiny, inverted question marks. When applied to the fin and rudder as opposing pairs they whiz about in flurries of activity, briefly appearing at intervals as Swastikas, before finally rolling up into inseparable small blobs which defy untangling. I replaced them from the spares box together with two fuel/lubricant triangles featured on the box art but not the decal sheet.

Decal Rating = 8/10

Conclusion

Overall a delightful kit, generally well prepared and a very different member of the Bf 109 family. Intriguing to read some operational flights over Britain were made. At heights in excess of 48/49000ft no real opposition was likely. As a schoolboy in Bournemouth in the latter years of the war the rare occurrence of a contrail headed by a JU 86P had been seen, but the other rare trail with a speck at its head might perhaps have been a Bf 109H1 (Schoolboys didn't have binoculars).

Recommendation

The very nature of a limited run kit, the inclusion of etched brass items and the stress incurred fitting the vac formed canopies means the kit is designed specifically for the more experienced modeller, but for a careful modeller wanting to make his first limited run kit it might well serve.

My thanks to H.G. Hannant for the review sample.

Sydney Parker

The Kit

This is a recent addition to the MPM range depicting the Me 109H1 which was part of a development programme initiated in 1943 by the RLM to obtain a design solution for a high performance, high altitude fighter or Hochleistungsjager, the series eventually lost out to the Ta 152.

The kit is a attractively boxed, containing well executed three view drawings indicating colour options and decal placement together with a potted history of the aircraft. There is also a set of exploded diagrams to aid construction. This kit presents an altogether thought through and progressive step in the limited run field.

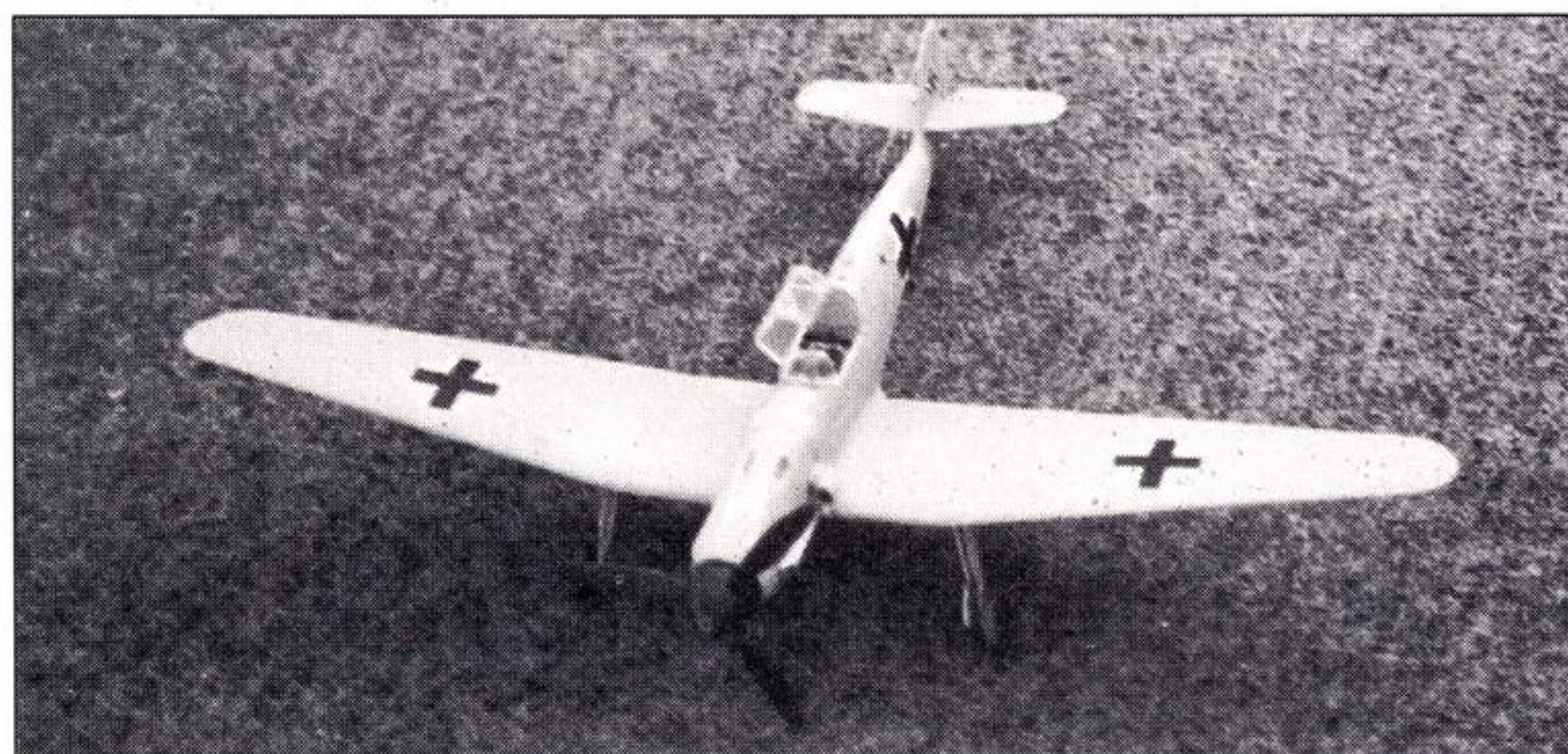
The mouldings are new, featuring well formed flying surfaces (no sign of slabs of plastic) and finely executed recessed panel lines with minimal flash. Only the thick runners and prominent release points indicate the use of non- steel moulds.

The kit also features decals from Propagteam, and an etched brass sheet of 23 minute items from Eduard.

Construction

With a feeling of pleasant anticipation at the neatness, and uniqueness, of the aircraft featured and the kit's overall presentation, the first approach is to carefully remove all the parts from the sprues, using a razor saw and wire clippers.

The cockpit floor, seat and control column are pre-assembled and fitted into



Heinkel He 162A



Technical Data

Manufacturer: Planet Models
Scale: 1/72nd **Price:** £22.50
Type: Resin, White Metal and Vacformed clear plastic
Parts: Resin 15, White Metal 5, Clear 1.
Decal Options: 1
Distributor: HG Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk.
 Tel: 01502 517444

The Kit

This is Planet's first in a range of the 'People's Fighter' and should prove most welcome. The Jumo powered Salamander was designed due to foreseen shortages of the BMW powerplant, which was already built into existing aircraft. Physically, there is hardly any difference apart from a bulkier engine pod, and the aircraft still keeps its graceful lines. As with most other sub-types, the project didn't get to the production stage.

The plans are basic, but do not need to be anymore complicated considering the number of parts. Planet make the painting very clear and a nice touch is the front view of the aircraft to give you a good idea of the angle of the wings and tailplanes.

Construction

Moulded in pale yellow resin, the kit looks very easy to build due to the limited number of parts - but don't be fooled! Carrier blocks have to be removed with a

combination of razor saw and scalpel. The largest block runs the length of the one piece fuselage, so the engraved detail had to be carefully rescribed. It's worth taking your time when removing and cleaning up all the parts, as some are very delicate and need a gentle touch. There were some sink marks in the fuselage and the wings which were filled and sanded, but this is only a minor flaw. Cockpit detail is finely moulded, especially the instrument panel, seat and separate control column. Construction isn't too difficult, but the use of Cyanoacrylate glue is a necessity because of the resin medium. Those not entirely confident with this type of adhesive can opt for five-minute epoxy glue, which gives you more time to adjust the fit of the parts - and it doesn't stick your fingers together! The first hiccup though, occurs with the cockpit shroud on which the canopy is glued. The fit isn't all that great and it required some filler after setting. One tip is to glue the first side only, let it set, then approach the other. The wings are pretty straight forward, but need a light sanding to obtain a decent join - that trademark dihedral on the wings is all important. Locating pins for the vertical tails need to be checked as mine were slightly out of place. You are best cutting off the pins and using your own judgement. Now comes a major problem of the kit, and once you've glued the undercarriage in place it is glaringly obvious - it's a tail sitter! The trouble is, there isn't any room for nose weights to be added, and you would have to be very brave indeed to try and carve out any. Perhaps a metal nose would have been a better option. As for now, you will have to glue the aircraft to a base. Now I don't know about you, but I've never been that brilliant with vacform canopies, and get

decidedly nervous when cutting them out. The Planet canopy however makes life easy as it's very rigid, but still remains crystal clear. The fit is excellent, and thinned down white glue did the trick perfectly. It would be nice if they included a spare canopy though, just in case! No pitot is included, but Planet do tell you how long to cut your stretched sprue or metal from the spares box.

Accuracy

Everything looks bang on and certainly captures the aircraft's classic lines. The only criticism would be the shape of the canopy. Its windscreen is too bulged as the angle of the real thing is much shallower.

Colour options

The instructions give just the one scheme - a non-standard finish of RLM 81 Green on the upper fuselage, port wing and tail, and RLM 82 Green on the engine pod and the starboard wing. Both greens are over the usual RLM 76 blue undersides. All internal parts were given a coat of RLM 02 grey, the rear of the engine was painted Natural Steel and the wheel hubs were gloss black. All paints were from the Xtracolor range, apart from the Humbrol Matt 66 I used for

the tyres. This gives a more realistic 'off-black' look to the rubber.

Decals

Planet include a generic sheet in all four of their Salamanders. Made by Propagteam, the quality is excellent, with not a single sign of anything out of register. Included for this mark is a nice squadron badge to add a splash of colour. The decals bed down perfectly with the use of setting solution, and look painted on after a coat of Xtracolor Matt Varnish.

Decal Rating = 9/10

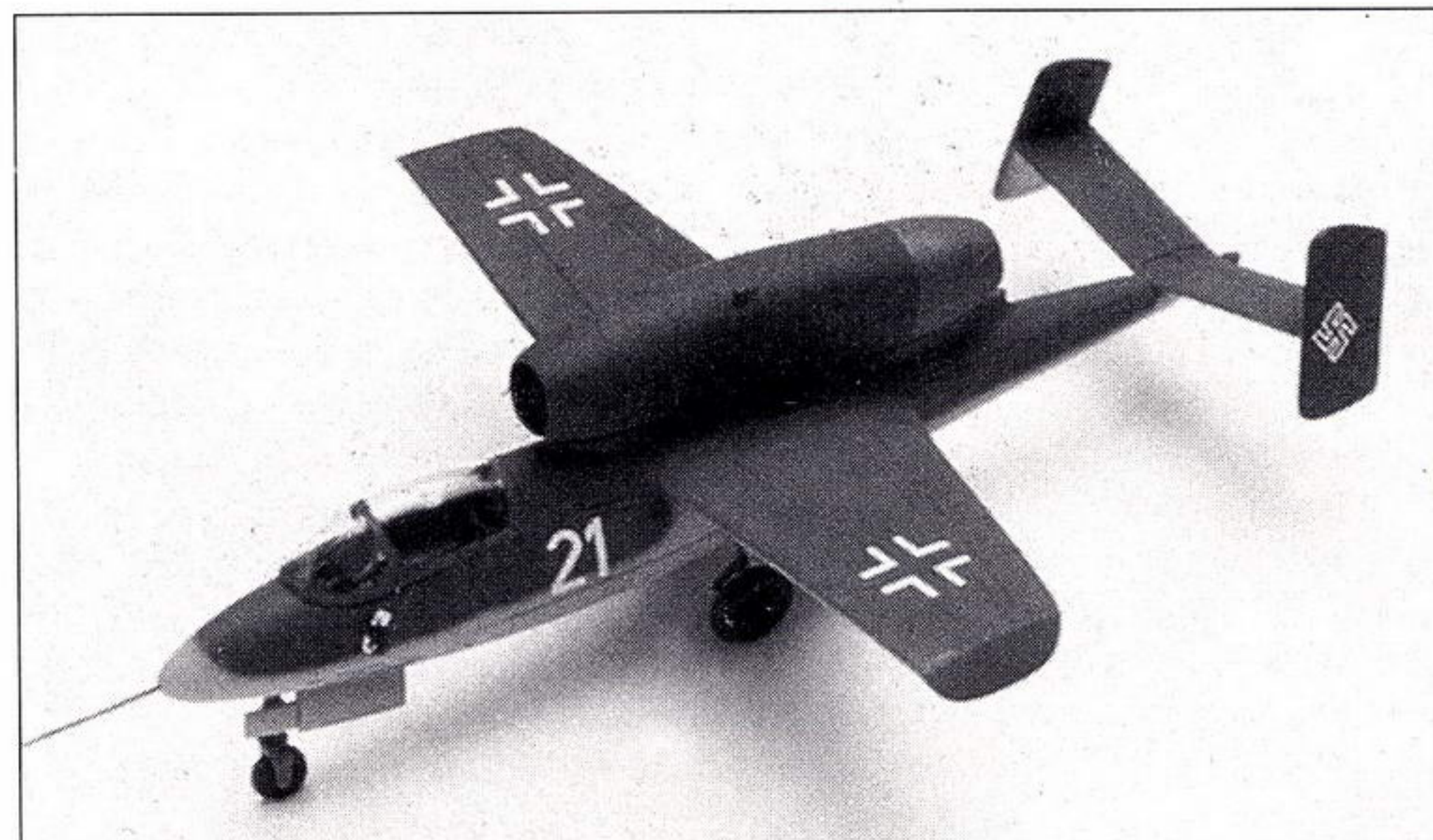
Conclusion

Being a Luftwaffe fan I was more than happy with Planet's choice of kit, and I'm sure many Axis buffs will welcome the subject with open arms. The overall outcome is impressive, but for the money I would have expected perhaps a spare canopy or a small brass fret for detail parts.

Recommendation

Definitely not one for the beginner, but anyone with experience of resin kits shouldn't find things too difficult. Shame about the tail sitting though!

Chris Clifford



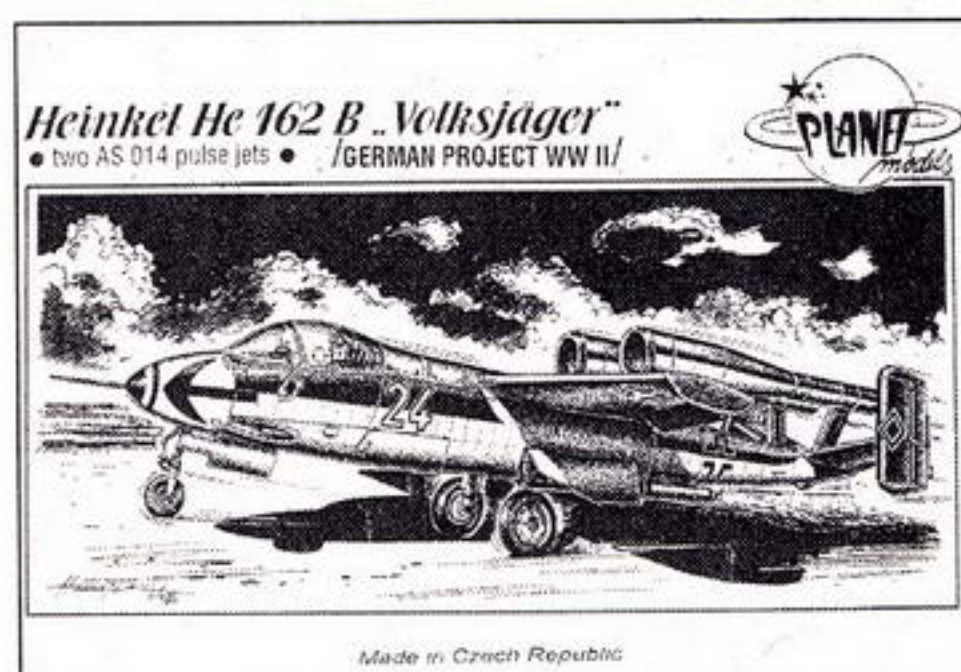
Heinkel He 162B Volksjager (Twin AS014 Pulse Jets)

Technical Data

Manufacturer: Planet Models
Scale: 1/72nd **Price:** £22.50
Type: Resin, White Metal and Vacformed clear plastic
Parts: Resin 19, White Metal 5, Clear 1.
Decal Options: 1
Distributor: HG Hannant Ltd, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk.
 Tel: 01502 517444

The Kit

Another 'What if' from Czech company Planet which follows two previous releases from their Salamander stable. The twin engine pulse jet version needed to be launched with assistance, and after rejecting catapults and tow planes, the designers settled for solid fuel booster rockets. This is certainly a very interesting mark of the He 162, which takes on a sort of 'double V1' appearance,



however the Argus version never advanced from the drawing board.

Construction

The kit is finely moulded with lovely engraved panel lines, and a respectable cockpit, including instrument panel, seat and stick. You can spruce it up further however by using many of the various generic detail sets now available. Firstly the pale yellow parts were removed from

their moulding carriers. This has to be done very gently, otherwise you risk breaking delicate items such as landing gear doors and control column. The engine pods proved slightly troublesome to separate but were soon dealt with by a razor saw. If you find your saw clogs with resin it may be better to opt for a junior hacksaw. Construction is fairly simple, with only two niggly problems. Firstly the engine pods are joined to the mould carrier at their fronts, which means once separated you have solid air intakes. The only remedies I could think of were to use a large drill bit to open up the hole, or make your own intake covers. I suppose those lucky modellers with a Dremel tool could grind away until the opening is large enough. The next hurdle is glaringly obvious and affects all of the Planet Heinkels - it's a major tailsitter! There is

not a scrap of room in the solid fuselage for any weight to be added, so you will have to use a prop at the rear, or glue the subject to a base. A metal nose would have solved the problem (how about it Planet?). The remainder of construction is straightforward, but you do need to check a few areas. Make sure you obtain a good join on the wings to get the characteristic dihedral, the plans give a good head on view to check angles. Also it may prove easier to remove the locating pins for the vertical tail as my example was slightly out of line. The undercarriage doors fit like a dream, as does the clear canopy which is a doodle to cut out. When fitting the metal undercarriage legs, check the location holes to make sure they are level. I had to drill a new hole to bring them even. Planet don't supply a pitot with the kit, so you have to get yours from the

spares box. The plans tell you the correct diameter and length. Fit the booster rockets, which are easiest painted beforehand and 'voila!' - you have a 'People's Fighter' ready for action.

Accuracy

Due to lack of documentation on these more obscure subjects, it isn't all that easy to comment on whether some dimensions are correct. Length and wingspan seem fine, but the windshield needs to be a shallower angle. The kit offering is a little too bulbous looking.

Colour Options

Just the one is included - a standard scheme of RLM 81 Green upper surfaces, over RLM 76 Blue under sides. I airbrushed these using Xtracolour paints. Internal parts were given a coat of RLM 02 Grey, and the nose cone was given its characteristic black and red stripes by

masking with strips of Micropore tape. Booster bottles were painted gloss black and the tyres Humbrol Matt 66, rather than black, as the finish looks more like the rubber tyres used on this aircraft.

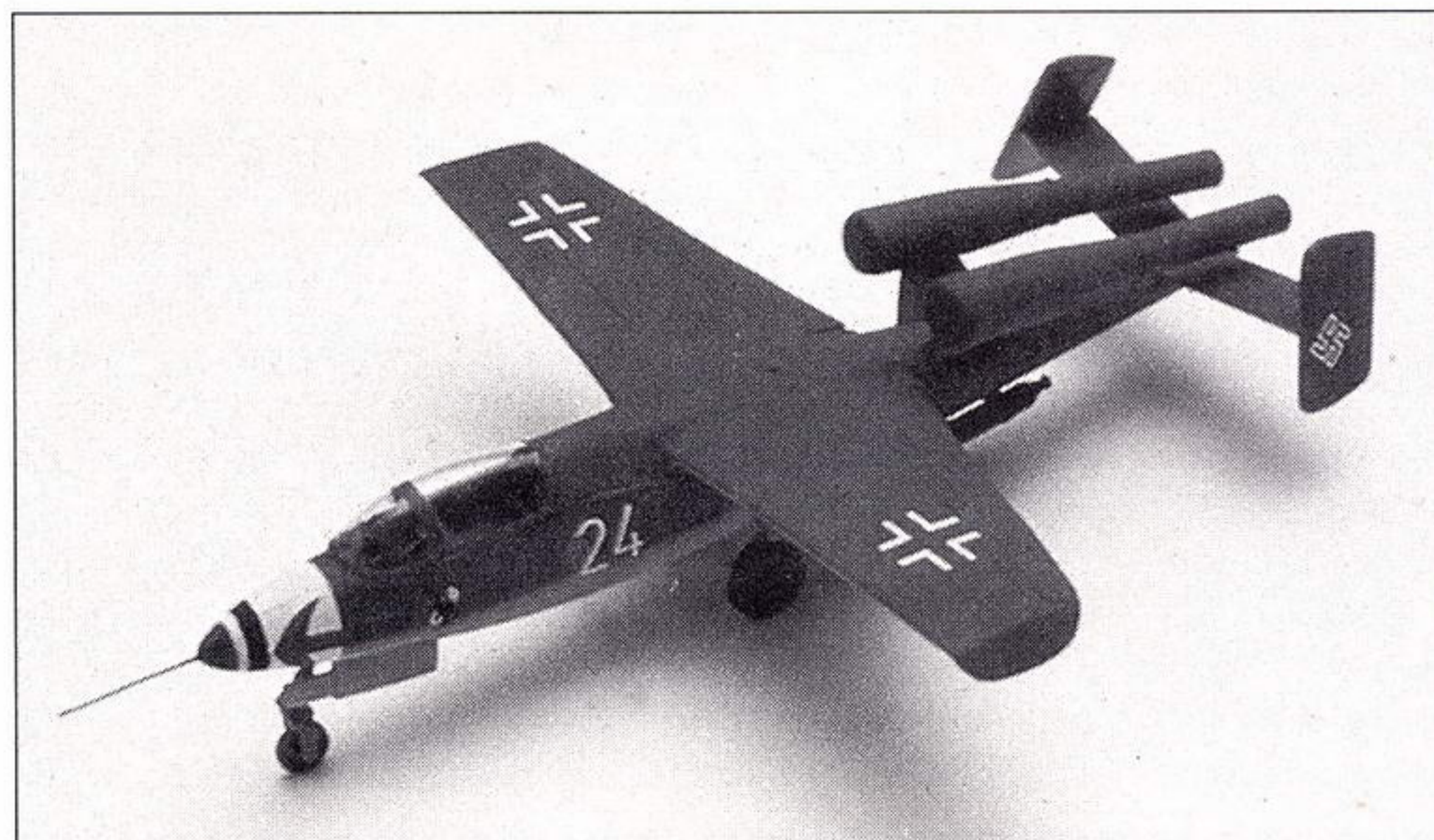
Decals

A generic sheet containing markings for all four of Planet's 162s is provided, although you only have the one paint scheme - handy for the spares box! A colourful squadron badge is included, as are the usual swastikas and crosses. Also offered is a sporty red arrow which runs along the forward fuselage. The decals, by Propagteam, are excellent and respond well to setting solution.

Decal Rating = 9/10

Conclusion

An impressive looking model which will delight Luftwaffe buffs everywhere. The tail-sitting problem is a pain but the



quality of the kit more than makes up for this. But at £22.50 I would have expected maybe some brass detailing.

Recommendation

I can recommend this to all fans of the

Luftwaffe and early jets alike. It's a smart little kit, but not for the beginner.

Thanks to Hannants for the review sample.

Chris Clifford

Grumman Hellcat



Technical Data

Manufacturer: Airfix
Scale: 1/72nd
Price: £4.29
Type: Injection Moulded Plastic
Parts: Plastic 60, Clear 5
Decal Options: 2
Distributor: Airfix, Marfleet, Hull. HU9 5NE
Tel: 01482 701191

The Kit

This is another of Airfix's 1996 re-releases of a very long established kit. First appearing in around 1967, this kit has been released a number of times since, with apparently little alteration to the original moulds. The kit therefore represents 1960's technology as far as overall quality and level of detail are concerned, and although slightly revised the colour scheme options in this latest re-release also dates back a considerable time. Moulded in grey plastic and despite the age of the moulds the example built for review was comparatively free from flash, but it is noticeable that the detail on the propeller component (especially at the base of each propeller blade) has become badly obscured. The entire model is covered with unsightly 'rivet' detail which is best removed and the panel lines need to be re-scribed, or at the very least toned down with gentle sanding. The kit contains alternative parts to allow either an F6F-3 or an F6F-5 to be modelled, resulting in alternative engine cowlings and windcreens. As moulded the

fuselage has the side windows behind the cockpit of the -3 version and some of the early -5 developments, but these were absent on the later -5 examples.

Construction

One of the good features about these older Airfix kits is that they appear to have been designed with younger modellers in mind, and as such they tend to go together fairly easily. Generally this is true of this particular kit, and it can be built from the box without too much trouble. Cockpit detail comprises a pilot's seat and back bulkhead, plus a seated pilot figure. There is room for a lot more detail to be added here, either by scratch building or through adaption of the Airwaves etched brass cockpit detail set (72-56) which is designed for the Hasegawa kit of the Hellcat but which can yield some useful parts to help out the Airfix cockpit.

Basic construction of the whole model is quite simple, and is clearly explained on the kit's instructions. I found that filler was needed around the wing to fuselage and horizontal tail to fuselage joints, but

this was not a major headache. It is also worth taking particular note of the fitment of either of the kit's two engine cowl options, which if not careful can be fitted slightly below the correct line, giving a stepped down effect to the nose.

The kit contains a number of features that require attention by the more discerning modeller. The aerial mast on the tail, for example, is moulded on the top of the rudder instead of on top of the fin, and thus should be repositioned. The prominent aileron hinges on the lower wing surfaces are not included and should be added from scrap plastic, while the main undercarriage wheel well openings below the wings are the wrong shape - they are moulded circular, but should have a straight line at their rear ends parallel with the wingflap hinge line. The cowlings on each of the two alternative engine cowlings are poorly represented; they need to be filed away and new flaps either scribed in their place or represented slightly open with pieces of plastic sheet. The extendible tail hook is also rather crudely represented, and looks too prominent when in the retracted position.

The model can be built with the outer wing panels in the folded position if desired. If built with the wings extended

however, a rather unsightly joint results where the separately moulded outer wing panels meet the inner wing pieces. If built with the wings folded the ensuing model at first sight looks quite unusual but it does not have any of the prominent wing fold mechanism and detailing at the fold line that was exposed on the real aircraft. The bent piece of plastic that holds the outer wing panels in place if the kit's wings are built in the folded position is crude and looks unconvincing.

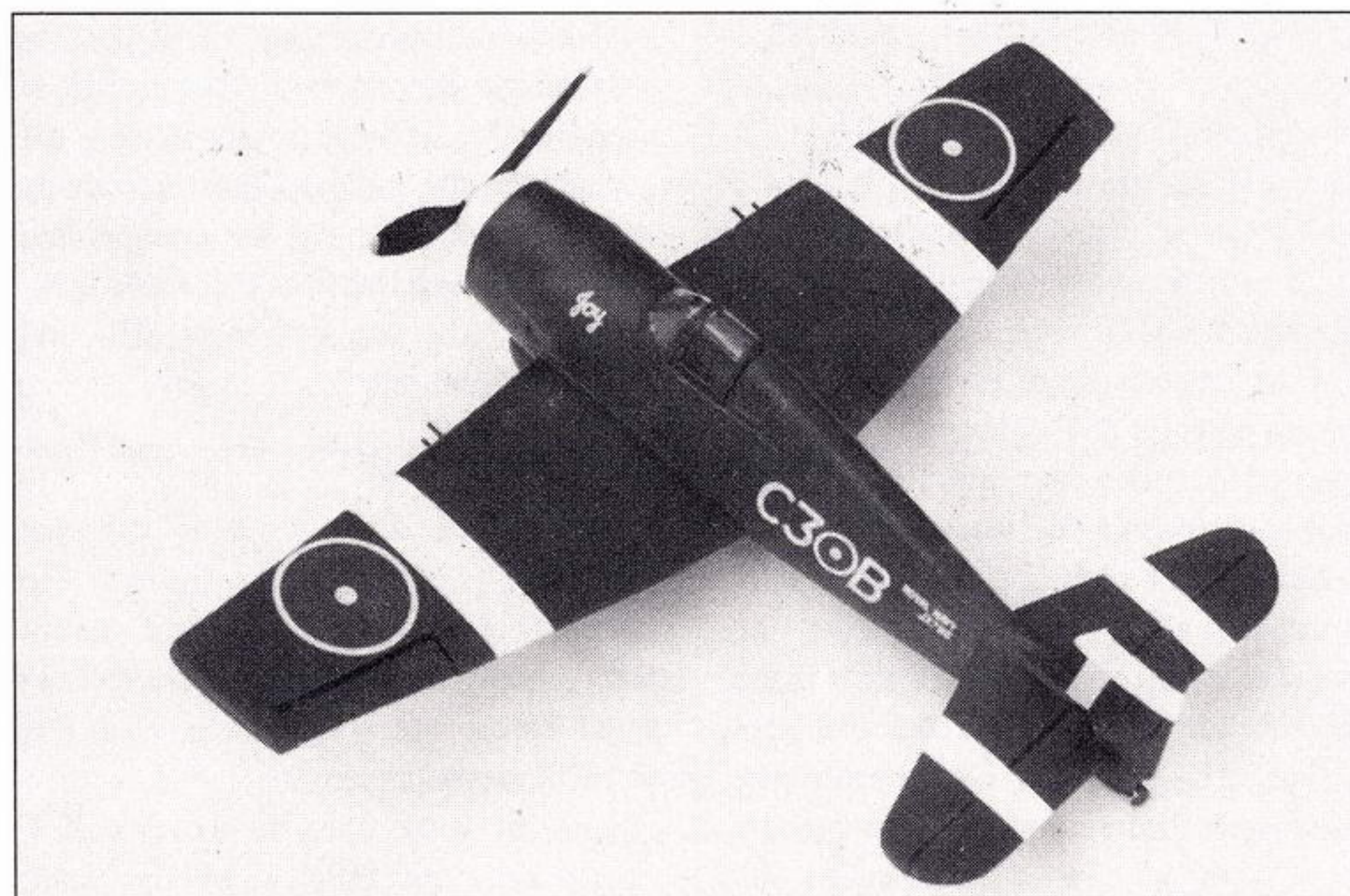
Underwing stores in the kit comprise rockets and bombs, plus the Hellcat's prominent underfuselage fuel tank. The rockets are moulded onto their mountings so that their rear fins make a '+' shape when seen from the front, but on the real aircraft they were mounted so that the fins made an 'X' shape when viewed from the front.

Accuracy

I compared the kit's components against 1/72 scale drawings in the American published Detail and Scale booklet on the Hellcat, and also against the drawings in Scale Models, August 1985 issue. Overall the model comes out quite well against both of these sets of drawings, the main differences being in the fuselage behind the cockpit, which appears to be a little deep, and in the tail area where the fuselage is also a little short. The completed model is roughly the right size in wingspan, but seems slightly short in length.

Colour Options

Two alternative colour schemes are given in this latest release of the kit. One is for a Fleet Air Arm F6F-5 (Hellcat Mk II) of No.800 Squadron; the other is for a US Navy -3 version of Air Group 5 aboard the aircraft carrier USS Yorktown. The British aircraft is overall Glossy Sea Blue, while the US Navy aircraft is in the three tone mid-war paint scheme of various blue shades together with white undersurfaces. The kit's instructions contain four-view



plans showing these schemes, and also give Humbrol paint numbers.

I went for the Fleet Air Arm option, and represented the overall blue colour with AeroMaster No. 9045. Some of the white areas on the model are represented with transfers in the kit, but I decided to paint them in and used Humbrol No.22 Gloss White. After decal application the model was given a coat of AeroMaster flat clear matt varnish (No.9012) which I find usually dries with a slight sheen when airbrushed and looks right for an in-service Hellcat. The model can then be suitably weathered if required.

Decals

One of the best features of this kit are the decals. Overall quite well printed (except for the US national markings, whose red borders were a little off register), the individual subjects were easily applied to the model with the use of SuperSol and SuperSet decal softening mediums. I always make a habit of carefully cutting around each individual decal to remove excess carrier film, and thus rarely experience any problems with silvering. It was noticeable that the white areas of the transfers were slightly affected by the dark paint beneath them, and this made

them slightly off white after application.

Decal Rating = 7/10

Conclusion

Very much a kit of the 1960's. it nevertheless captures the lines of the Hellcat quite well. The finished model generally looks neat and attractive.

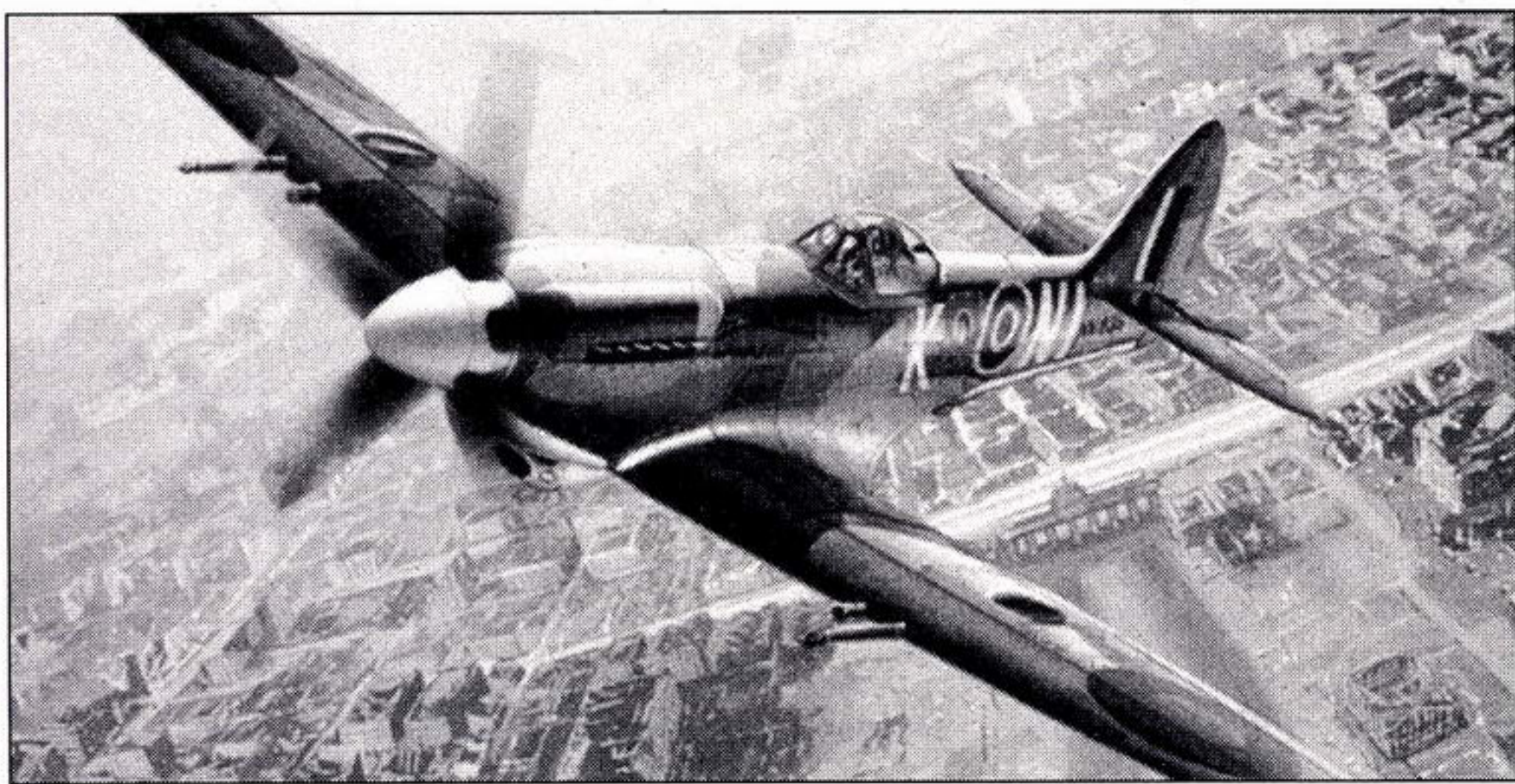
Recommendation

Although this kit would probably suffice for a relative beginner who could build it straight from the box and be reasonably satisfied with the result, for the more experienced modeller there is quite a lot

of work involved to make it into a really accurate Hellcat model. It is hard to recommend it to such a modeller when one remembers that Hasegawa produce a better (but admittedly more expensive) Hellcat kit. If all this sounds a little harsh, then it is worth referring back to the August 1985 issue of Scale Models, in which intrepid modeller Dave Burlison turned the Airfix Hellcat with a lot of work and effort into a veritable work of art. My thanks to Airfix for the review sample.

Malcolm V.Lowe

Supermarine Spitfire FR Mk XIVE



Technical Data

Manufacturer: Academy
Scale: 1/48th **Price:** £13.49
Type: Injection Moulded Plastic
Parts: Plastic; 84, Clear; 6.
Decal Options: 1
Distributor: Toyway, Unit 20, Jubilee Trade Centre, Jubilee Rd, Letchworth, Herts. SG6 1SG
 Tel: 01462 672509

The Kit

This is the follow on version from the previously issued Mk XIVc kit (See Vol 2 Iss 6 Page 335). The kit itself is very similar to the 'c' version and it uses many common parts. The biggest change however is that you no longer have the high-back fuselage of the earlier version, instead you get a low-back complete with bubble canopy.

The kit is an all-new tool and the parts are well moulded with no flash. Surface detail is engraved whilst the instrument panel features excellent raised dials etc. The only problem with the kit is the canopy which, due to the method of moulding, has a very noticeable mould line right down the middle! More on this later.

Instruction Sheet

This is very well laid out with eight stages all well illustrated. Painting information is called out throughout assembly although FS numbers and names are used instead of 'proper' RAF paint names etc. The instructions even carry diagrams about removing excess moulding material from certain parts, to ensure you don't have problems. This is a neat touch and one that beginners will appreciate.

The painting guide is clear with all decal placement well shown. The overall colour scheme is denoted by FS, BS and RAF titles, which is excellent. My only query is, why doesn't the diagram look anything like any variant of the Spitfire I have seen!

Construction.

Assembly starts in the cockpit with the seat frame. This assembly is very fragile once made up, so take care with it. The instrument panel, as I have already mentioned, features raised detail. This area should be painted matt black before a little dry-brushing with silver and grey to bring out all the detail. The remainder of the interior consists of the control column and linkage, rudder pedals and framework, forward and aft bulkheads, oxygen bottles, u/c and throttle boxes and radio frequency selector. The gunsight with the kit is the gyroscopic type as fitted in the later marks of the Spit and this is moulded as clear plastic. Paint the main (lower) body of the unit black and leave the upper screens clear. The camera (Part No. D13) is very basic in shape etc and you may wish to add a little extra detail here. The instructions say the unit is black, however as far as I know all RAF a/c cameras are glossy grey. I left the camera ports E3 & E4 out at this stage as I intended to replace them with Krystal Klear once all the painting etc was completed.

Drill out the ends of each exhaust stub, as this adds a lot to the finished model. The propeller is one of the problem areas in the kit. The stubs at the end of each blade are too long. This will result in them being very visible once the kit is built up. Trim each by about 2mm and remove each locating pin.

Without the locating pins you have to be careful how you assembly the unit to ensure the blade orientation is correct.

The undercarriage is very nice and the main wheels are 'weighted' with separate centres. This makes for a very realistic look and also makes it easier to paint. Stage 8 deals with the wing assembly. Here the armament of the earlier 'c' version is retained and installed. This is not correct, as the 'e' only had two cannons and two .50 machine guns fitted. Either modify the whole area or, do as I did, and leave them out and close the bays!

A slipper tank is included with the kit, although I decided not to use it on my example. The only real problem in regard to the kit parts is the canopy. Because Academy have created the correct double-curvature of the real machine's canopy it has resulted in a complex mould and therefore a seam line down the middle of the main canopy (Part No. E1). To get rid of this you should start with a piece of 600 grit wet'n'dry and cut it into two pieces. Rub one piece on the other for a few times and then sand the canopy seam line. Now rub the two pieces together again and repeat the task. Keep on doing this until the piece of wet'n'dry you are using is no rougher than a piece of paper. Each time you sand the paper against itself you reduce the grit level. Therefore by the time you have done it about 5-6 times the paper is 3,000 grit! Check that the seam line on the canopy is gone by rubbing your finger over it, if not continue sanding. Once you are satisfied use some form of canopy polish (I used Blue Magic metal polish, which is not available in the UK) and buff the canopy up. Once complete dip the canopy into some Johnsons Klear floor polish and leave to dry under cover over night. The end result - no seam line!

Accuracy

As I built this kit I began to feel that something was not quite 'right'. The interior seems odd in so far as the control linkage looks too high up and the seat too small. I am unsure if this is true or just me, so I will say no more.

The 'e' wing fitted to the Mk XIV carried only one Hispano Mk II 20mm

cannon (outboard) and one .50 machine gun (inboard). As I have already mentioned the kit depicts the 'c' wing with the twin machine guns, so don't be tempted to have the cannon bays open on this kit unless you modify things. When you turn the completed model over and compare the radiator shape with the plans drawn by Vasko Barbic in our March 96 edition (Page 165) something is amiss! The radiators in the kit have almost flat sides, whilst the drawings show the gentle curve I expected. I am also sure that the extreme nose diameter of the fuselage is too big resulting in an over-sized spinner.

Dimensionally the kit measures out at a length and span of 32ft 6in. Going by the measurements in 'The Illustrated Encyclopedia of Aircraft' the span should be 32ft 6in (clipped wing) with a length of 32ft 8in. This means the model is well within acceptable levels in this scale.

Colour Options

There is only one option offered in this kit and that is for NH895, coded NI*K of an unidentified unit. In reality going by the information in 'Spitfire The History', this machine is depicted in 451 Sqn markings during its time there from October 1945 to January 1946.

The overall colour scheme is Ocean Grey and Dark Green over Medium Sea Grey. These were applied to the model using paints from the AeroMaster 'Warbird Color' range. The interior and wheel wells are Interior Green (Xtracolor X10), the spinner is white and the propeller blades are black with yellow tips.

Decals

As there is only one option with the kit the decal sheet is small. All the images were in register and the colour density looked quite good. The carrier film however was quite prominent and with many of the stencils I should have taken the time to trim them fully. Each image was applied to the model, which had been sprayed with a gloss varnish, and were settled into position with Micro Set and Sol. All of the images reacted well to these solutions, although most of them suffered from varying levels of silvering once the matt varnish coat was applied.

Decal Rating 5/10

Conclusion

The kit was certainly fun to make and it

went together with little fuss and hardly any need for filler. The end product is nice, but I am still a little unsure about the 'look' of it (personal viewpoint that!). The errors in regard to the armament could spoil the kit for some, although it is easily fixed and the work you have to do to the propeller blades and to remove the mould mark from the canopy make this kit a little more demanding than usual.

The kit decals I feel are poor and let the end product down further. If you really want a neat looking kit how about modelling it as G-FIRE, Spencer Flack's old machine, very tasty in red!

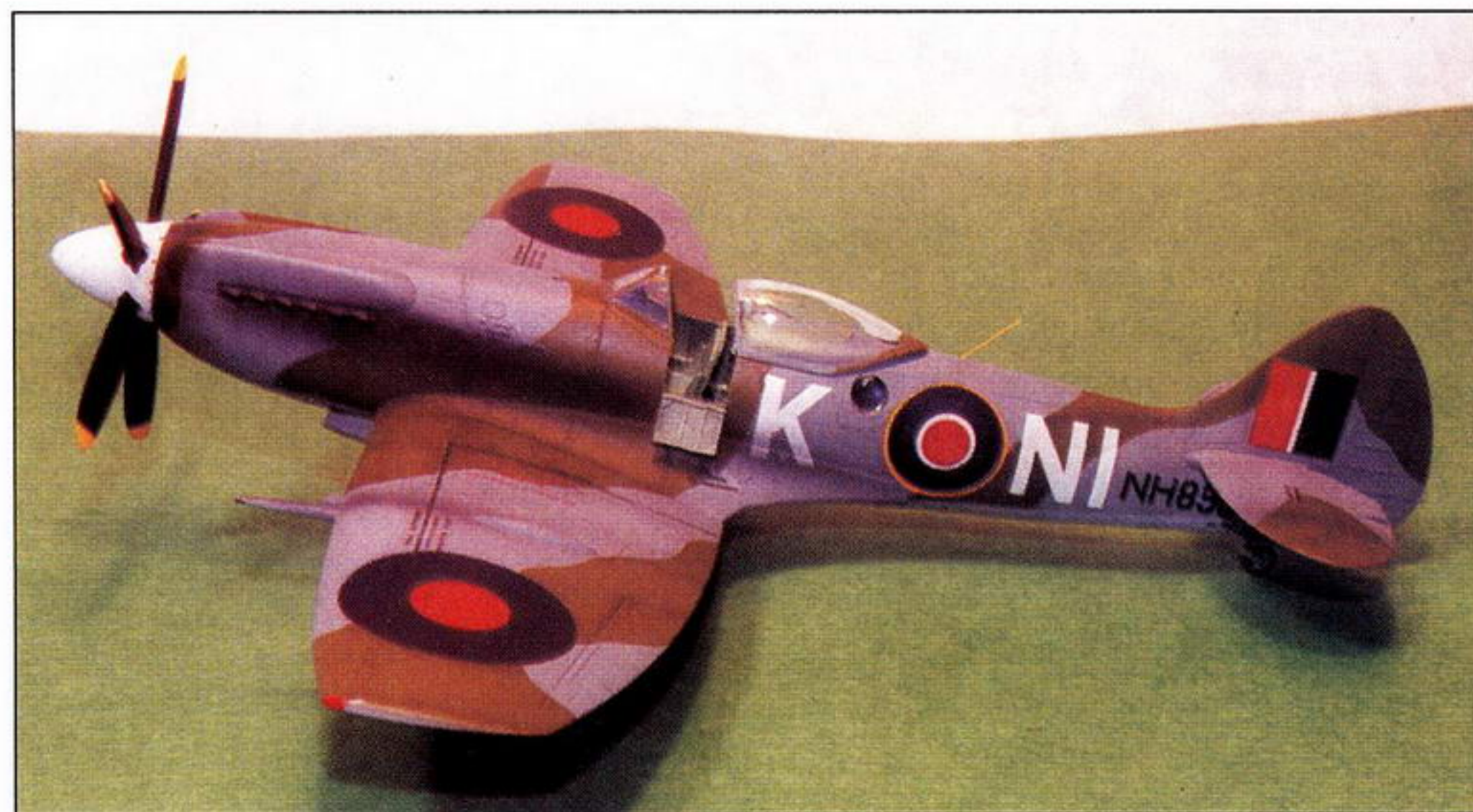
Recommendation

If you junk the kit decals and purchase a vac-formed canopy the kit can be made by anyone. If however you intend to amend all inaccurate points and deal with the canopy yourself, then that elevates this kit into the intermediate field.

Not bad overall, keep it up Academy. I wonder when someone other than Hasegawa will get the subtle curve of the trailing edge of a Spitfire's wing correct?

My thanks to Toyway for the review sample.

Richard A. Franks



Breda Nardi NH 500



Technical Data

Manufacturer: Astrokit
Scale: 1/48th **Price:** TBA
Type: Injection Moulded Plastic and Resin.
Parts: Plastic 63, resin 18, Clear 10.
Decal Options: 1
Distributor: Astromodel Company, Via. M. Lercari, Sez. M.n.5 (Darsena), 16126 Genova, Italy.

The Kit

The NH 500 is the Italian license built version of the Hughes/McDonnell-Douglas Model 369/500. This kit is based on Fujimi's MD 500 Defender with a number of resin parts added to enable two civilianised versions to be built. The plastic is a neutral grey with both raised and engraved detail and the kit still includes the weapons and sight for the Defender. The resin is pale yellow and is also highly detailed.

Construction

The instruction sheet shows the positions of parts very well, and much of the painting detail too. The first three stages are common to both versions offered but there are two stages No. 4 showing which alternative parts are used with

which version.

The interior is built almost entirely with kit parts, the only resin parts are the instrument panel and the floor centre console. The windows in the rear cabin doors need to be enlarged, and a printed acetate sheet acts as both a template for the revised shape and as the replacement glass. The acetate attaches easily to the outside of the doors with ordinary Liquid Poly. Once this is done the fuselage halves can be brought together and this is where the resin comes into its own. Large fixed floats feature on both the options in the kit, but neither version uses all the resin parts provided. If the earlier MD 500 C is chosen, the resin tail and four bladed rotor head have to be used, both of which need to be cleaned up a little before use. The resin parts fit together well with each other and with the plastic - especially good is the join of the plastic blades to the resin head, but the shaft it sits on has to be shortened before fitting. If the later 'D' version is built, the plastic 'T-top' tail and five bladed rotor head are used, and four resin stabilising fins are fitted to the back ends of the floats. The floats themselves are fairly cleanly moulded with some excellent surface detail. They are attached

to the aircraft by cementing the plastic undercarriage into place and then cutting the bottom 6mm off. The ends of the legs need to be rounded for better fit into the locating indentations in the sides of the floats. The spacing of these points is slightly out, and the angle of the legs need some slight adjustment to get a perfect fit.

Accuracy

The rotor diameter and fuselage dimensions are all accurate for the 500 C version, but the overall length seems to be about 5mm too short for the 'D' version.

Colour Options

The colour option for both versions is the bright green and yellow of the Italian Customs service. The scheme looks simple, with green top and bottom and a broad yellow band in between, but there is a very thin green pinstripe at the top and bottom of the central yellow band. This is not provided as a decal and I used coloured decal film from the spares box to get the desired effect.

Decals

The decals are excellent, including national insignia, identification and serial numbers and most, if not all, of the stencilling. All the subjects are clearly printed on a thin carrier film with a gloss finish. There is very little surplus film

around the printing, and when applied to a gloss painted surface they adhere well, following the curves, and are practically invisible. Each subject separates quickly and easily from the backing sheet after a quick dip in water and transfers to the model without any problems. There is only one minor printing imperfection - a slight mis-match of the roundel red over white, but this was barely noticeable and only when placed on the bright green paint. Finally the box top shows the tail rotor warnings are placed on a white band around the tail boom, but the band is not included in the decal.

Decal Rating = 9/10

Conclusion

This is a good basic kit made better by the addition of the resin parts. Construction presents no real problems because of the clear instructions and the ease with which the resin joins with the plastic.

Recommendation

No special skills or techniques are necessary to produce a nice finished model. For helicopter modellers, it may be well worth investing in a couple of these for the floats conversion alone.

My thanks to Astromodels for the review sample.

Fred Tooke



THANK YOU

Scale Aviation Modeller would like to extend our thanks to Revell (GB) for the generous supply of paints and accessories from their extensive range for use by the editorial team.

THANK YOU

Scale Aviation Modeller would like to extend our thanks to AeroMaster for the generous supply of paints from their "Warbird Color" range for use by the editorial team.

THANK YOU

Scale Aviation Modeller would like to extend our thanks to Humbrol Ltd for the generous supply of acrylic paints and brushes from their extensive range for use by the editorial team.

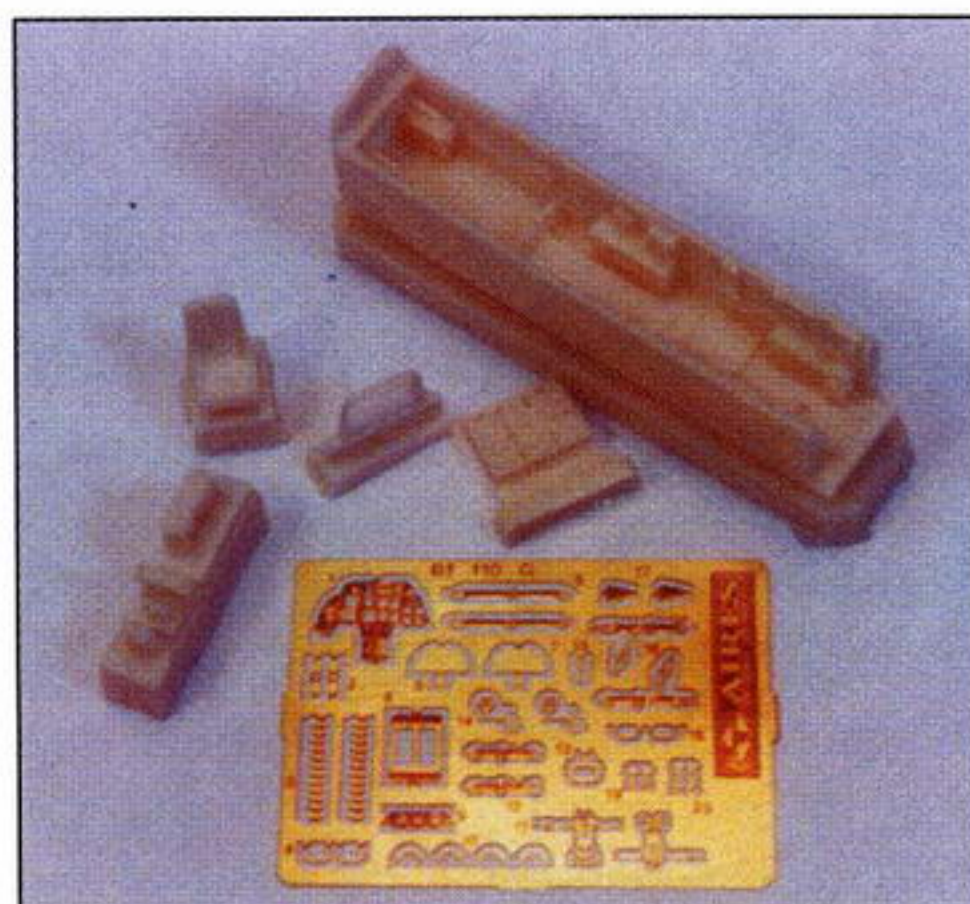
Accessories

Aires Updates

Many of you will, I am sure, have come across the firm of Aires. They produce some of the best resin updates there are and their recent superdetail set for the Italeri Bf 110G in 1/72nd scale has to be seen to be believed. Two of their sets have made their way to us via Hannants.

The first is set number 7006 and this is the interior part of the Italeri Bf 110G set I mentioned above. This small set comprises eight resin parts, a fret containing thirty-five etched brass parts and an acetate instrument panel backing film. The main resin part is a new cockpit tub complete with sidewalls and lots of interior detail. The level of detail and finesse of the casting is quite superb and once painted and dry brushed it will add so much to the interior of your Bf 110G. Into the tub goes a new resin seat complete with etched seat harness. The radio equipment on the bulkhead behind the pilot is replaced with a superior resin version and a new set of etched seat belts is added to the gunners seat. The instrument panel is made up of the kit part on which is overlaid the acetate film

before the new etched main panel is secured over it. Other new details at this stage include the throttle levers and rudder pedals. The canopy gets a mass of grab rails plus the main latch on the front upper section and hinges for the same.



If you have an Academy P-47N to do then you really should invest in one of these superb updates for the interior by Aires

Once the cockpit insert is in place the new Revi gunsight can be added along with a new radio set and headrest behind the pilot. Final details include sights and ammo belts for the MG81Z and

instrument panel shields and hand holds for the cockpit sidewalls.

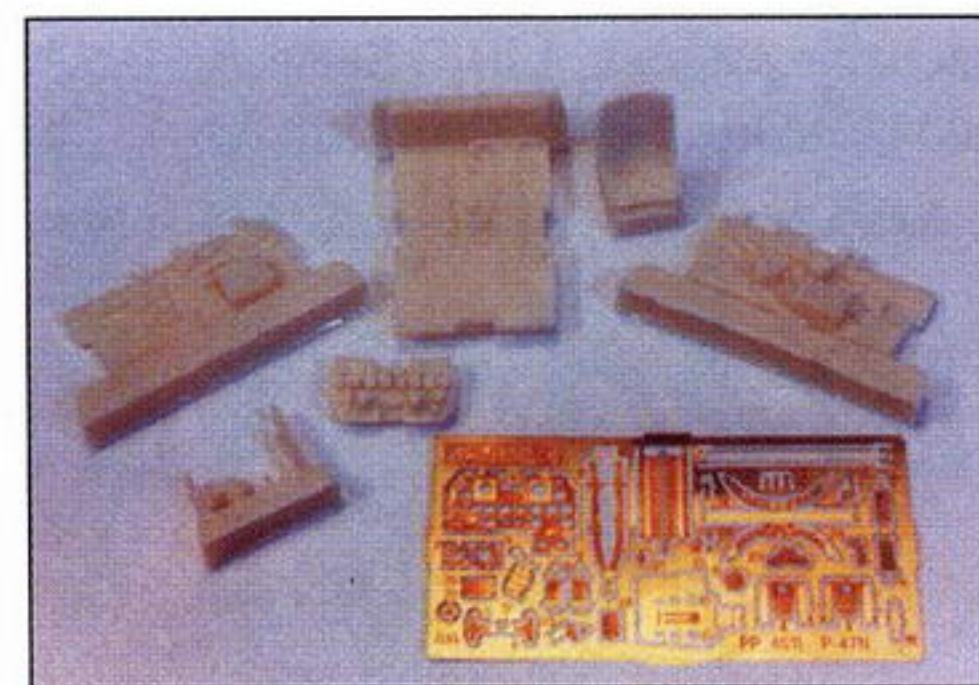
All of the parts in this set are very well made, the resin is beautifully cast, the etched brass is well done and the acetate film just puts icing on the cake. When you add all this up and realise that the UK retail price is only £3.15 it is nothing short of amazing value for money.

The second set on offer is 4011 and this is a 1/48th scale cockpit upgrade for the Academy Republic P-47N kit. The set contains eight resin parts, a fret of thirty etched brass parts and the acetate film.

Detailing begins with the resin gunsight, to which is added an acetate clear filter and an etched brass mounting frame. The resin sidewalls are very well done and these are detailed still further with the addition of various throttle, flap and trim controls all of which are supplied in etched brass. The new resin seat is very nice and to this is added a complete set of brass straps. A new resin instrument panel complete with the rear of each instrument cast onto the back (this part is visible in the P-47N) is detailed with the acetate film and an etched brass front. Etched brass rudder pedal assemblies are folded up and added to the base of the completed instrument

panel and the whole unit is now assembled using a few of the kit parts and is added to the fuselage. Final items to be added are the complete gunsight, new etched rails for the canopy on the upper decking and a rear view mirror for the canopy.

Once again this is an excellent set. The detail on the resin parts is done so well. The etched parts and the acetate film just guild the lily as it were and all in all you will have one hell of an interior in your P-47N if you use this set. Once again the



This superb new interior update for the Italeri Bf 110G-4 is offered by Aires

UK price is unbelievable at just £4.99.

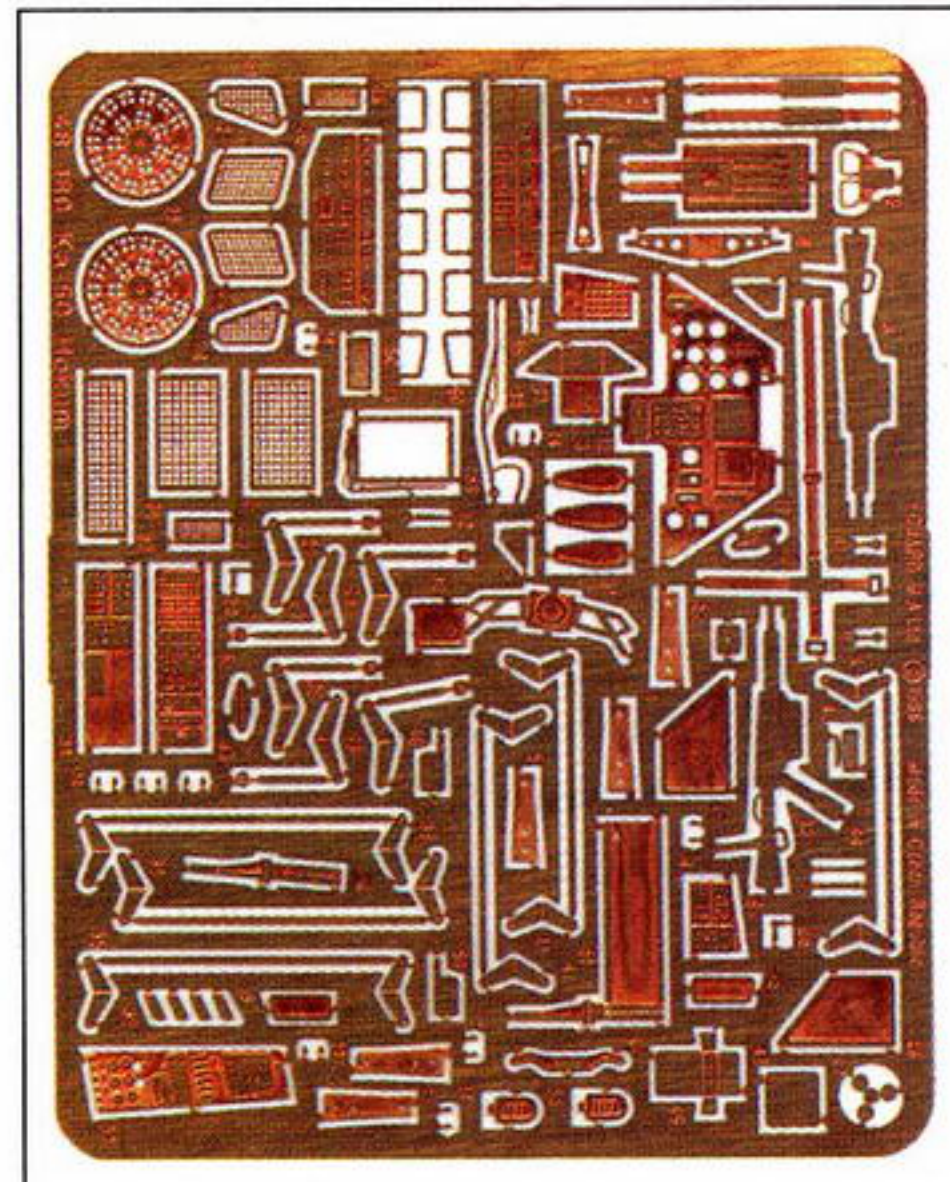
All of these sets are highly recommended and the prices quoted above are from Hannants, who supplied them.

My thanks to Hannants for the review samples.

Eduard Update

It is always good to see what's new from Eduard and this firm never ceases to amaze me in regard to the sheer volume of etched detail sets they manage to release. The latest little selection which was passed to us by Four Plus UK are all to 1/48th scale.

seat and harness and an instrument panel complete with the acetate film. Externally there are new compression links for the main oleo legs, new retaining strop and sway braces for the drop-tank, new undercarriage doors, canopy latches, oil cooler matrix and rear vent and as usual a



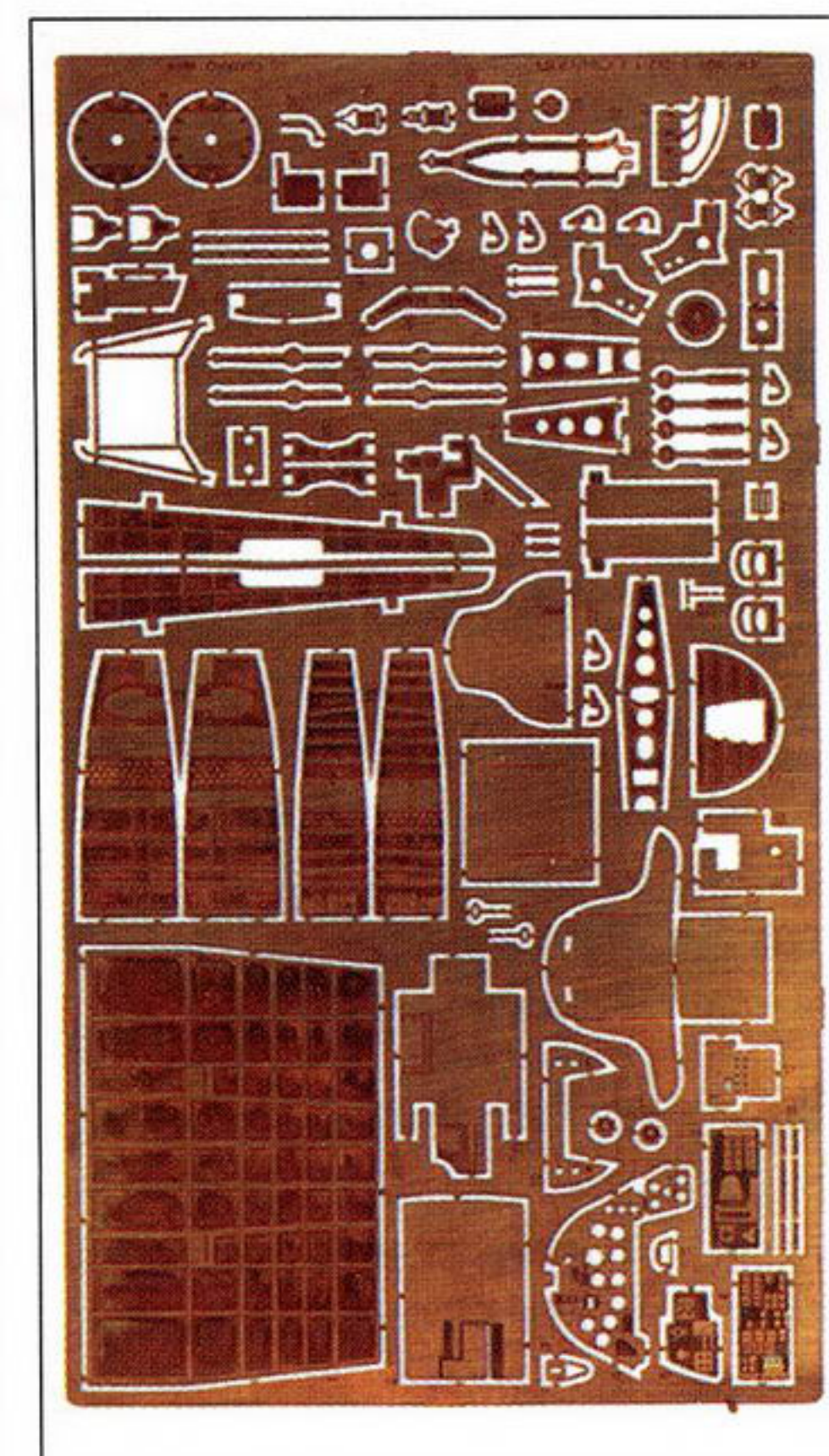
The new 1/48th scale Ka-50 Hokum from Italeri is nice but this new set (48-180) from Eduard will add yet more to it

on the single sheet is one hundred and ten parts. Detailing begins in the cockpit with a new seat harness, HUD and instrument panel, side consoles and rudder pedals. The canopy also gets a new wiper blade, an interior panel and external sight ports. External details include compression struts for the main undercarriage, new fronts for each rocket pod, various bits of rotor head detail and a wealth of external antenna, grills and grab-rails.

The Hokum kit from Italeri is very good straight from the box as Fred Tooke stated in his recent review, however if you want a little extra, or just feel more at home with the level of accuracy brass can bring in this scale, then this set is just for you.

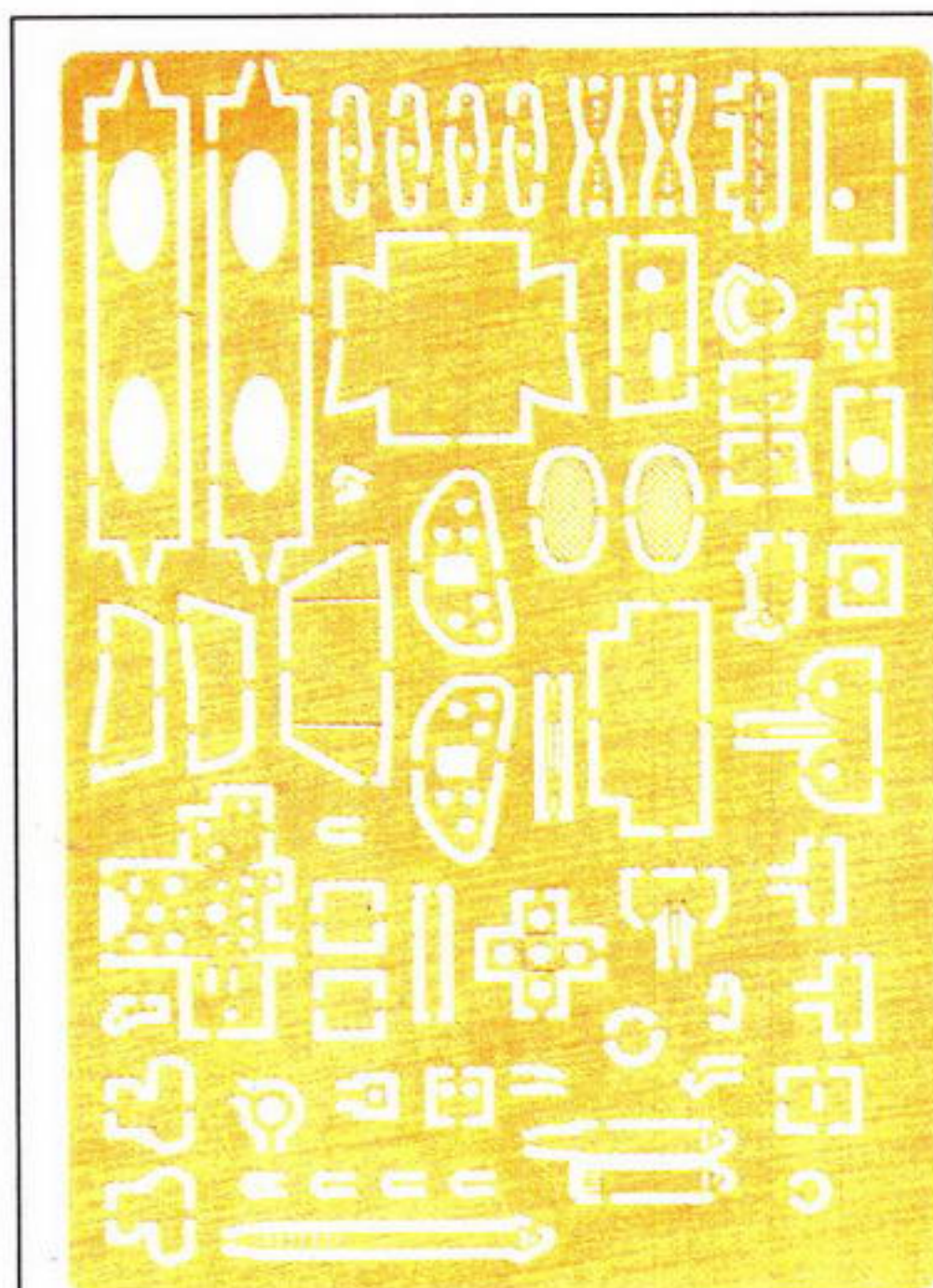
The final set in this little selection is number 48-181. This is for the Vought F4U-1 Corsair and is designed for the Hobbycraft kit. The set comprises a single set containing eighty-nine parts plus the customary acetate instrument panel

backing sheet. Most of the detailing centres around the cockpit interior and here you use up a wealth of etched parts to make up new side consoles, instrument panel, floor, seat and rear bulkhead and a mass of other sundry parts. With this all complete the set then turns its attention to the exterior of the model. Here you get



Trying to put right what is missing from the Hobbycraft kit, set 48-181 for the F4U-1 Corsair will be an involved job for most modellers

new interior detail for the main wheel bays and the tail wheel unit. The main oleo legs also come in for some detail parts with new compression links, actuator, wheel centres and undercarriage doors. The tail yoke assembly is almost entirely replaced in brass and the final



A mass of brass is offered for the Hasegawa Ki-100-I Otsu kit on 48-170

First is set number 48-170 and is for the Kawasaki Ki-100-I Otsu. Designed for the Hasegawa kit the set comprises two frets containing sixty and fifty-six parts respectively. As usual the set also contains an acetate film to be used as a backing for the new etched instrument panel. Detail consists of new rudder pedals, kick-plates and throttle boxes, various panels on each sidewall, a new



complete set of flaps. These flaps alone use up twenty-five brass parts per side!

Next is set number 48-180 and this is for the Kamov Ka-50 Hokum. Designed for the Italeri kit (See review in November edition), this set comprises one fret and an acetate film. The parts count

details are a neat set of hinges for the main undercarriage doors. Overall this is a good set but the complex construction of the interior from such a mass of brass makes my mind boggle!

As usual all of these sets can be recommended to you etched brass addicts out there. I feel that the Ki-100 and

Hokum sets are very much gilding as they add further detail to an already good kit. The Corsair set however tries to put right the omissions from the Hobbycraft kit. This has resulted in a complex set which is best combined with a solid resin interior from another source. That said once you have paid for an etched set and

the resin parts you could have almost bought two Tamiya kits, so why bother!

The kits reviewed above retail for the following:

48-170 £6.45

48-180 £5.45

48-181 £6.45

All of the review samples were

supplied by Four Plus UK and therefore the prices listed above are from that source.

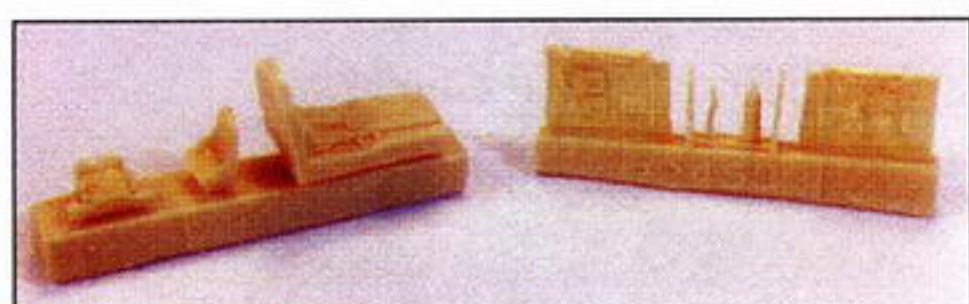
If you want to know more about the Eduard range give Four Plus a ring on 01702 559308.

My thanks to Four Plus for the review samples.

Latest from True Details

The latest two sets from this American firm recently made their way directly to us from the USA. Each set is an interior update and there is one for a 1/72nd scale aircraft and one for a 1/48th scale machine.

Starting with the 1/72nd scale set, this is product number 72459 and it is an interior update for the Hasegawa Ki-44 Tojo. Comprising seven resin parts the set offers a complete new interior which can be installed with little modification to the kit. The resin parts consist of a new floor with rudder pedals and forward bulkhead, a seat with moulded seat harness, control column, oxygen bottle, sidewalls and a new instrument panel. The detail on all of these parts is very well done and the sidewall detail in particular is very good, especially when you consider the small overall size of these parts in 1/72nd scale.



If you have the Hasegawa 1/72nd scale Ki-44 then this new interior detail set from True Details may be of interest to you

The instrument panel has both of the breeches for the upper cowl mounted machine guns protruding for either side and the overall recessed detail on the panel will come up very well once it is drybrushed to add highlights. If you have any of the Ki-44 kits in your 'pending' pile I am sure purchasing this interior set will be money well spent.

In 1/48th scale set number 48460 is for the F4U-1 Corsair and it is meant for the Hobbycraft kit although the manufacturer does point out that with some modification it will fit the new Tamiya

kit. Comprising twelve resin parts the set offers a complete interior update. The resin parts are new sidewalls with separate resin control and switch boxes, seat complete with harness and oxygen bottle, gunsight, front bulkhead and instrument panel, rear bulkhead and the floor framework. All of these parts go to replace the kit interior and in so doing they better represent the framework interior of the -1 and -1D variants. Detail on the seat and various switch boxes is good although the amount of detail on the instrument panel left a little to be desired. As I said about the sets I had last month the overall 'feel' of this set is that it has been rushed as the quality of finish on the sidewalls etc is a little tatty. However this set will certainly add a lot to the interior of your Hobbycraft kit. However as far as adding it to the Tamiya kit goes, my question is why?

Overall both of these sets are to be recommended as they offer a 'quick fix'

to the kit and are relatively inexpensive. If you like to make kits and not mess about adding bits of card etc etc, then these sets will be right up your street.



One of the areas lacking a little on the Hobbycraft F4U-1 Corsair is the cockpit interior; however thanks to this new set from True Details you can now transform it

All True detail products can be obtained in many good model shops, however if you experience problems you can contact their UK distributor, Pocketbond Ltd on 01438 798593 or fax them on 01438 798616.

My thanks to True Details (MMD) for the review samples.

New Range from Australia

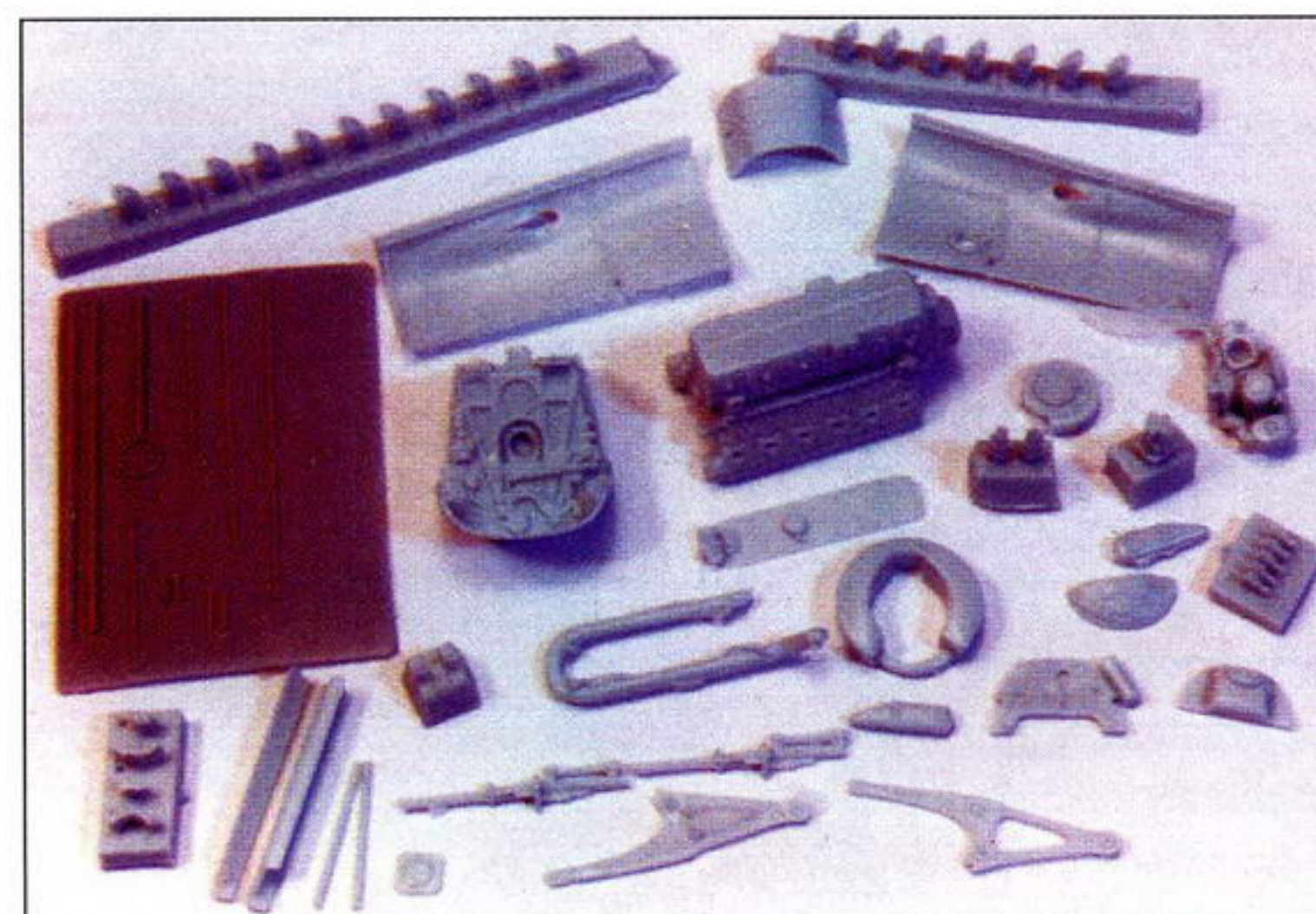
A new name in the accessory field has just come on the scene in the form of Cavalier Model Productions from Australia. The firm usually operates within the aviation industry and they have obviously decided that some of their skills have an application within the modelling world. What they are offering are a couple of superb resin detail sets in 1/48th scale that will, I feel, turn this side of the market on its head.

The first product is 0201 and this is a complete engine compartment for the Hasegawa Bf 109 family. Applicable to the F-2, F-4, F-4 Trop and G-2 kits this set contains no fewer than sixty-two resin parts. The first thing that will strike you about the parts is that they have no smell. This is very unusual for resin as we all know that the pong of resin parts is what modelling is all about (isn't it?). However with this set there are no fumes, lovely! The next thing that will strike you about the parts is the detail. I think superb is a little bit of an understatement here, as they are quite breathtaking. What the set entails is a complete fit into the engine area of the kit. First you have to remove sections from the lower wing in the kit and the wing fillets on each fuselage side. Next you have to cut out the exhaust areas on the kit and now you can think about detailing.

Assembly of the kit before detailing will be up to you but you will have to assemble and detail the cockpit area to your own taste noting that the set does

contain a new resin instrument panel and upper decking canvas cover. The rest of the model can be built up as per usual and once all this is completed you can add the

blast tubes and the catches for the engine cowl. One of the oddest items you will find in this set is flexible resin parts! Now I know you will probably think they are in



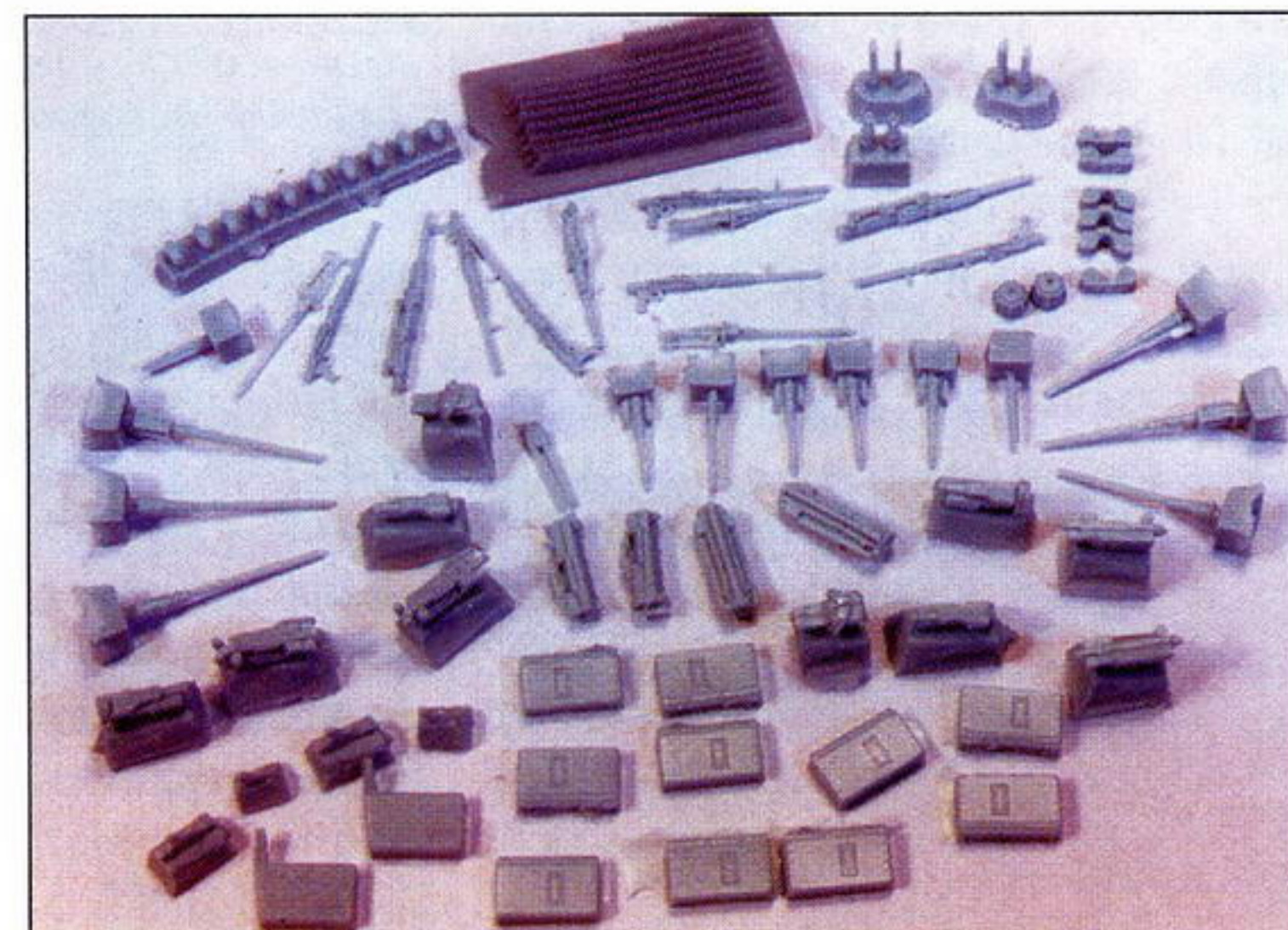
Superb, superb. The new engine compartment set for the Hasegawa F and G series Bf 109's from Cavalier is made up of no less than sixty-two resin parts

new rear bulkhead and instrument panel into the nose of the model. At this point the manufacturer does say that the cowls (part resin and part kit components) should be masked and painted. This is also the time to mask off the engine and cockpit and apply the overall scheme to the model, as it is easier at this early stage then later. Once all is dried the engine can be made up, painted and dry-brushed. The header tanks and reservoirs can now be added and once again these require painting prior to assembly. Final details include the addition of the machine gun

fact rubber, but they are not and they are used in this set to offer all the pipework on the engine. I personally do not know how you would fare cutting these thin pipes off their backing sheet, so I suspect I would chicken out and add all the pipework from sprue or wire.

Overall this set is quite amazing. It will add so much to the excellent Hasegawa kits. My only gripe would be that having spent all that time with detailing the engine compartment they could have at least included the ventral engine cowl complete with radiator etc as it would

have been so easy to then have the entire engine area open, as was the case when these aircraft were serviced in the field. This is a minor point however as the set is up to the standard offered by all similar sets currently available and in many ways it betters them.



With twenty-three separate weapons in 1/48th scale available in this set you can fit out a mass of Luftwaffe machines

The other set we had was 0202 and this is entitled 'Luftwaffe Machine Guns/Cannon Set' and is once again to 1/48th scale. The set comprises the following weapons:

- MG131 (13mm) fixed type x2
1x hand-held version
- MG 17 (7.92mm) x2 of each style muzzle cap.
- MG 15 (7.92mm) complete with saddle ammo drums and spent case bag x3.
- MG 81Z x1
- MG FF (20mm) complete with ammo

- drum x2.
- MK 108 (30mm) x2.
- MK 103 (30mm) with either horizontal or vertical muzzle brakes x2.
- MG 151 fixed x2.
- MG 151 hand-held x2.

On top of that there are also ten lengths of flexible resin ammo belts. These are so much better than etched examples as they really are three-dimensional and as flexible as the real thing. The final items with this set are

four different styles of ammo box for the types of weapons included. No fewer than eighty pieces go to make up these guns plus the ten lengths of flexible ammo. The ammo is suitable for 20mm (eight lengths) and 30mm (two lengths) and if the 20mm is cut in half it is suitable for the smaller 7.92 weapons. Most of the guns are made up of a main body and separate barrel, however the hand-held versions also have the trigger, spent case bag and ammo drums separate as well.

Overall the set is as good as the best metal guns currently on the market, however with the addition of the ammo boxes and that excellent flexible ammo belts they leave everything else behind. This is THE way to have weapons in this scale.

Well, as you can tell I am taken with these products. They are certainly the best there is and I for one can only hope that Cavalier will bring more out and also market the ammo belts as separate items.

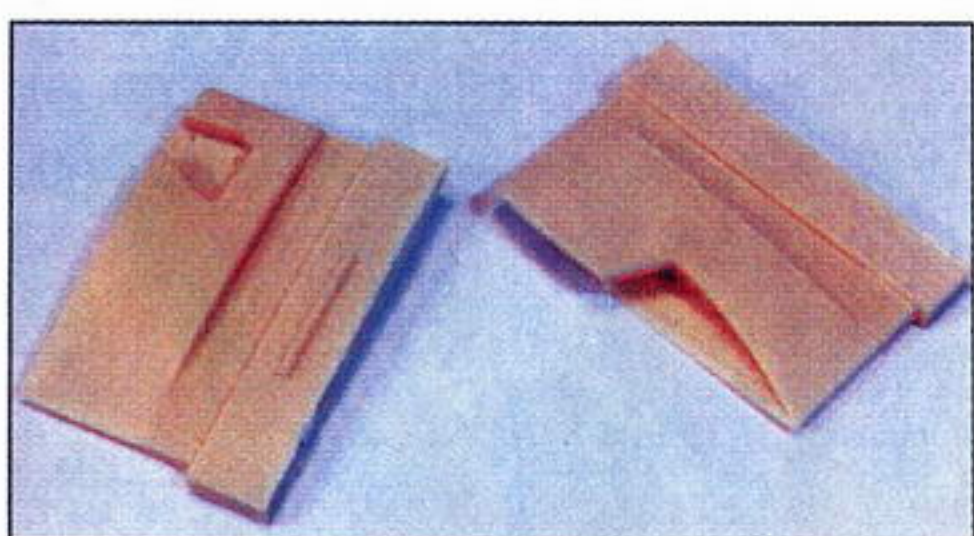
Currently there is no UK importer for the range, so if you are interested in buying these products or you would like to import them contact the firm at the following address:

Cavalier Model productions
PO Box 273, Ingleburn,
NSW, Australia 2565.

My thanks to Cavalier for the review samples and we will keep you posted as and when a UK source is available.

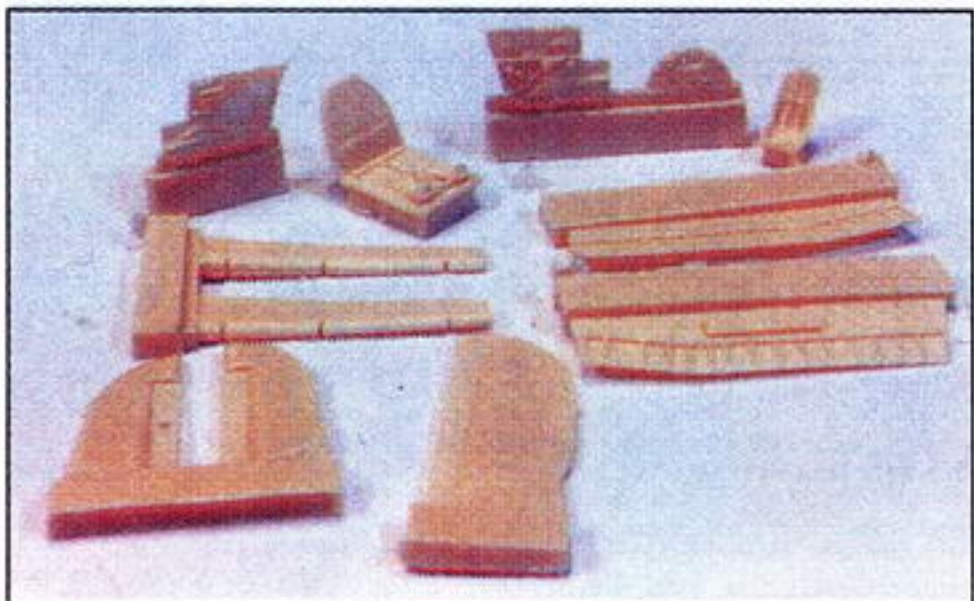
Latest from Kendall

The latest batch of resin and etched brass update sets from this American source recently arrived for review. The batch contained two items in 1/72nd scale and four in 1/48th.



The Hasegawa 1/72nd scale Avenger already has a cockpit update set from KMC, so this new wing fold set should make for a most impressive model

Starting with the 1/72nd scale sets first. Set number 72008 is the long awaited wing fold for the Hasegawa TBF-1 Avenger. I mentioned this item in my report on the IPMS Convention in the USA this year (See Vol 2 Iss 9 Page 578) and it has certainly been worth the wait. Comprising two resin parts and an etched fret of thirty-two pieces, the set is designed for Hasegawa kit number AP33. The resin parts are the inner wing section, complete with all interior detail and a portion of each wheel well. Into these parts will go a mass of etched ribs etc to add yet more realism to the completed units. The kit's wings will have to be cut so that all you have left are



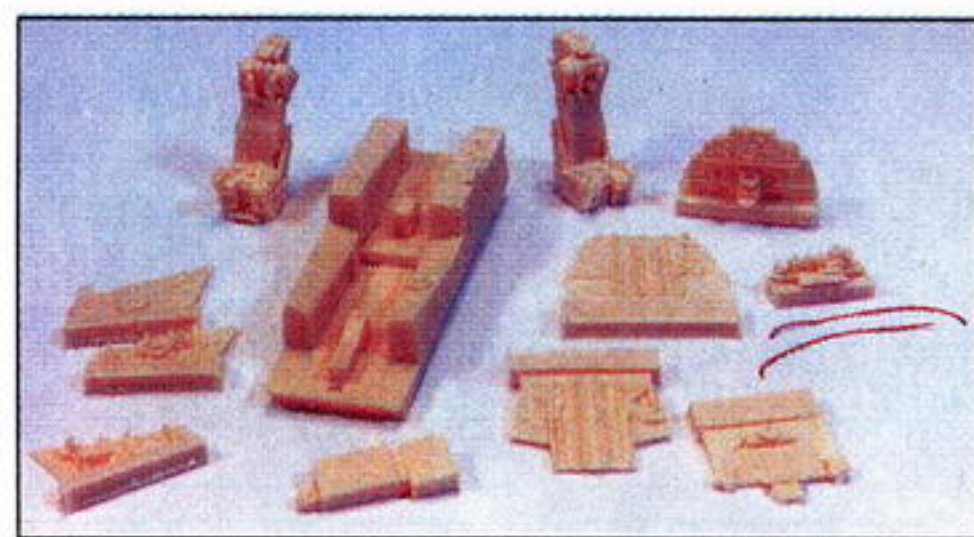
The Hasegawa Hurricanes in 1/72nd scale seem to have caught the eye of the accessory manufacturers. This is the new update set from KMC, it includes a new interior and a complete set of separate control surfaces

the outer panels. Into the ends of these panels go etched detail parts and once everything is ready the resin stubs can be cemented to the built up fuselage of the aircraft and then the folded outer panels can be attached.

With the addition of the previous interior update set (See Vol 2 Iss 9 Page 532) anyone can now superdetail their Hasegawa kit to any level they desire.

The other 1/72nd scale offering is set

number 72-7010 and this is for the Hasegawa Hawker Hurricane Mk I. This set comprises eleven resin parts. Detailing starts with the cockpit interior and here you get a new floor complete with rear bulkhead and rudder kickplates. To this is added an excellent little seat complete with moulded on seat harness detail. New resin sidewalls and a new instrument panel complete the detailing in this area and once completed I suspect careful painting and highlighting will pay dividends. The rest of the resin parts are a full set of separate flaps and control surfaces. The interior detail in the flaps is most impressive and for my money pre-formed resin flaps sure as hell beat making them up from millions of bits of brass any day!



Set 48-4009 offers the modeller a superdetail set for the Hasegawa F-4J Phantom

The first set in 1/48th scale is product number 48-4009 and this is a boxed superdetail set for the F-4J Phantom kit by Hasegawa. The set comprises twelve resin parts and a fret of nineteen etched pieces. Detailing begins with a completely new resin cockpit tub. Into this goes new forward and rear cockpit bulkheads, instrument panels and auxiliary pipework etc. A set of two Martin Baker Mk 7 ejection seats are also included and these are also available separately as product number 48-5050. These seats are quite superb with complete harness detail moulded on. The firing handles and leg restraints are all included as additional etched brass parts and once assembled and painted I am sure these seats would be displayable in their own right. The rest of the detailing revolves around the cockpit canopies and here you get all the usual sill and canopy frame detail supplied as etched parts.

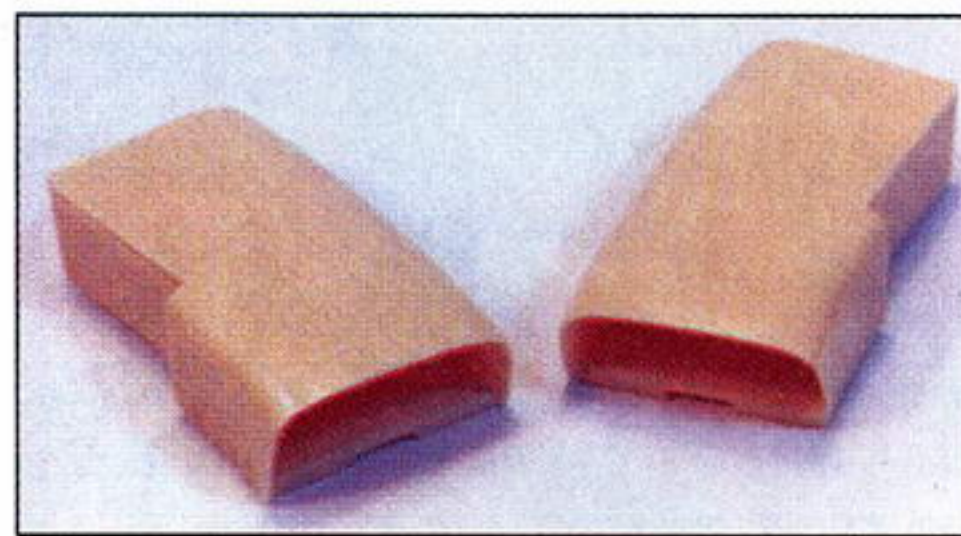
Overall this set will add just about everything you could need inside your Hasegawa kit. KMC have also released sections of this upgrade as separate items, so the modeller can choose how far he wants to go. The cockpit interior part of



Any model aircraft on the ground looks better for a set of separate control surfaces, so this set for any of the Hasegawa F-4 kits will be most welcome I am sure

this set is available as product number 48-6002, the canopy section as 48-5051 and as I have already stated the ejection seats come on their own as 48-5050.

The remainder of the 1/48th scale products also deal with the F-4 Phantom and the first is product 48-5047 which is a complete set of separate control surfaces for any Hasegawa F-4 kit. The set contains seven resin parts and these are a full set (two per side) of flaps, a rudder and inserts to go in the open end of the wings. The instruction sheet is a little confusing however as no mention is made about the rudder and the inner flaps are included, but they can only be used when the leading edge slats are extended and these items have not been released by KMC yet! On top of that there is no mention of the end plugs for the kits wings, as these will need to be fitted prior to adding the new flaps otherwise you will be able to look right inside the wing. These points aside the parts are well moulded and will add a lot to the completed model.

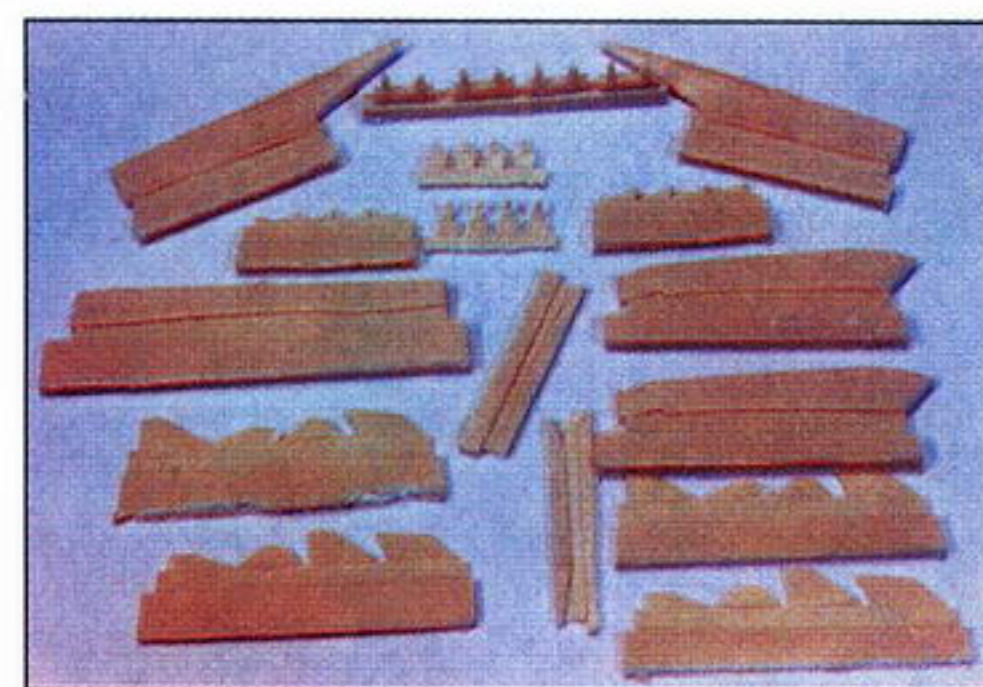


Offering far more accurate representation of the intakes on the F-4 Phantom is this new set from KMC. Designed for the Hasegawa F-4 kits the set (48-5048) is a direct replacement for the kit parts

Next is set number 48-5048 and this is a set of intake trunks for the Hasegawa F-4 Phantom range. Comprising two very large resin parts the set offers direct replacement intakes for any of the F-4 kits. Detailing is superior to that of the kit parts and although the interior depth of these resin parts is not truly to scale they certainly add extra realism to the kit. To have achieved the correct depth to this

area of the kit would have required some major modifications and additional resin parts, I therefore feel that the compromise KMC have opted for is a sound one.

The final set is 48-5049 and this is a complete set of underwing pylons which are suitable for any Naval Phantom in the Hasegawa range. The set contains fifty-two resin parts and these make up into a new set of inboard and outboard pylons plus one for the centreline. A little modification of the kit parts will be required in the form of removing the inaccurate anti-sway plates from the under surface of the wings, however these new units are basically 'bolt-on'



A complete set of weapons pylons for any Naval F-4 Phantom in 1/48th scale from Hasegawa is offered in set number 48-504

replacements for the kit parts. Each unit is well detailed and all of the parts such as sway braces etc are separate, so careful painting and weathering should work wonders.

Overall all of these sets can be highly recommended. As I have said KMC have released some of the products in the superdetail set separately to give the modeller the greatest choice of products and to allow him to choose how far he wants to go. This I feel is a sound move by KMC. There will soon be additional items for the F-4 family from this company and we will keep you posted as to their availability. The UK prices for the products reviewed above are as follows;

72-7008	£10.50	72-7010	£7.50
48-4009	£15.80	48-5047	£6.75
48-5048	£7.50	48-5049	£6.75

The other items mentioned but not reviewed, as they are included in set 48-4009 retail as follows;

48-5050	£5.25	48-5051	£7.50
48-6002 (Inc 2x Seats)			£11.30

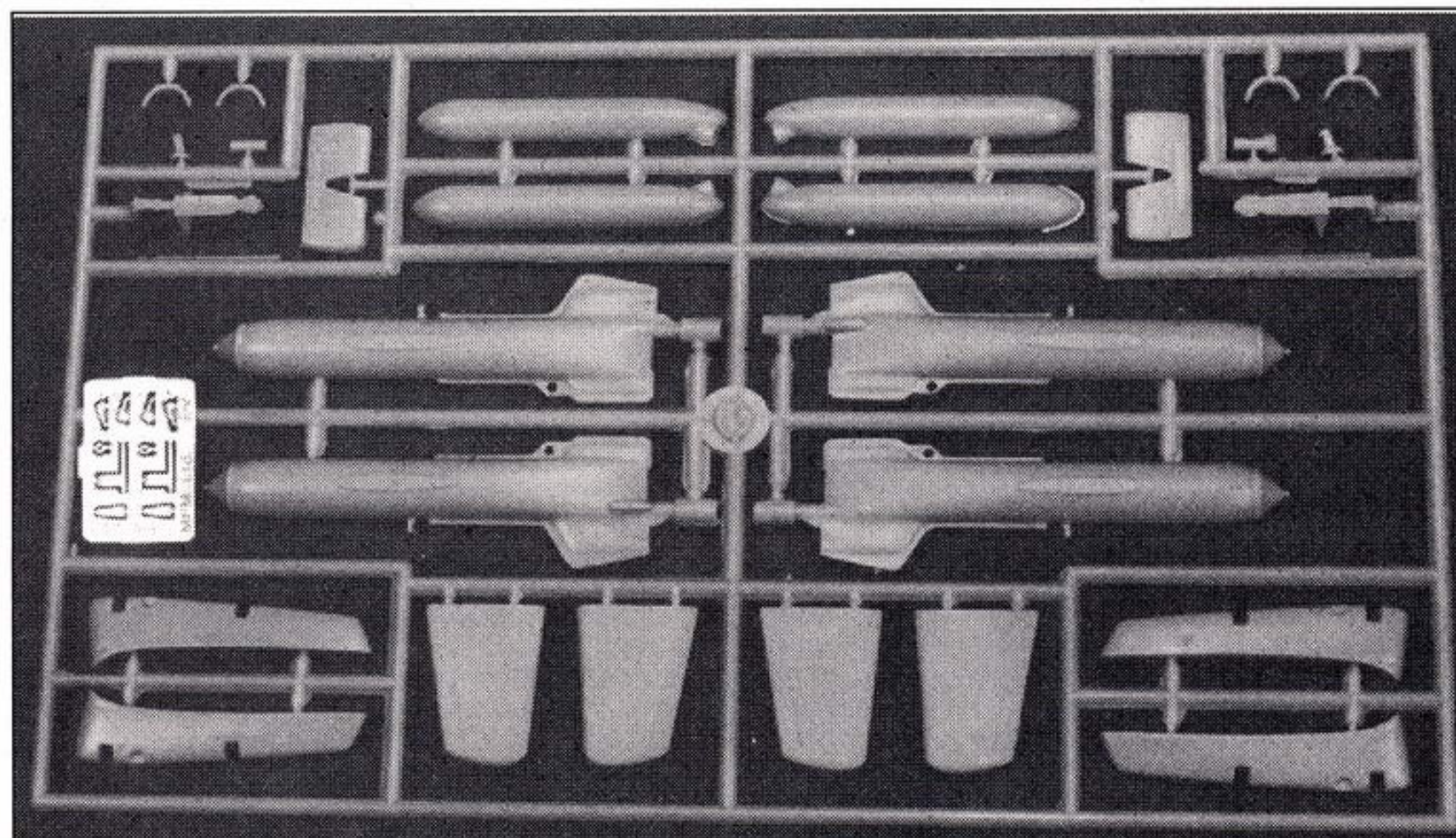
All of the KMC range is imported into the UK by Hannants and the prices given above are from that source.

My thanks to KMC for the review samples.

New Set of Weapons from Condor

Although this is not really an accessory, I do not feel that this set would really fit in as a kit review. What I am talking about is the new 1/48th scale German missile set from Condor.

This set is basically scaled up from the previous 1/72nd scale versions which were released a year or so ago. The set comprises twenty-eight injection moulded parts and a small fret of etched brass parts (ten pieces). The set offers you two complete Henschel Hs 293 missiles. Each unit is made up of eleven plastic and five etched parts. On top of this there are two four part wing pylons to mount the completed missiles to a suitable aircraft. The Hs 293 is basically a winged SC500 bomb and they were fitted to various types including the



This neat set of 1/48th scale Hs 293's is now available from Condor

Do 217, Ju 88, He 111 and He 177. The moulding of the parts in this set is very

good indeed and the addition of etched parts for delicate pieces such as the

aileron actuator is a good move by Condor. Two colour schemes are included on the instructions; an overall RLM 02 version or one which is basically RLM 02 but with the SC500 bomb element painted RLM 75. I know that versions in RLM 76 and RLM 66 (bomb) were also used as well as RLM 65 or RLM 76 overall, so the choice is very much up to you.

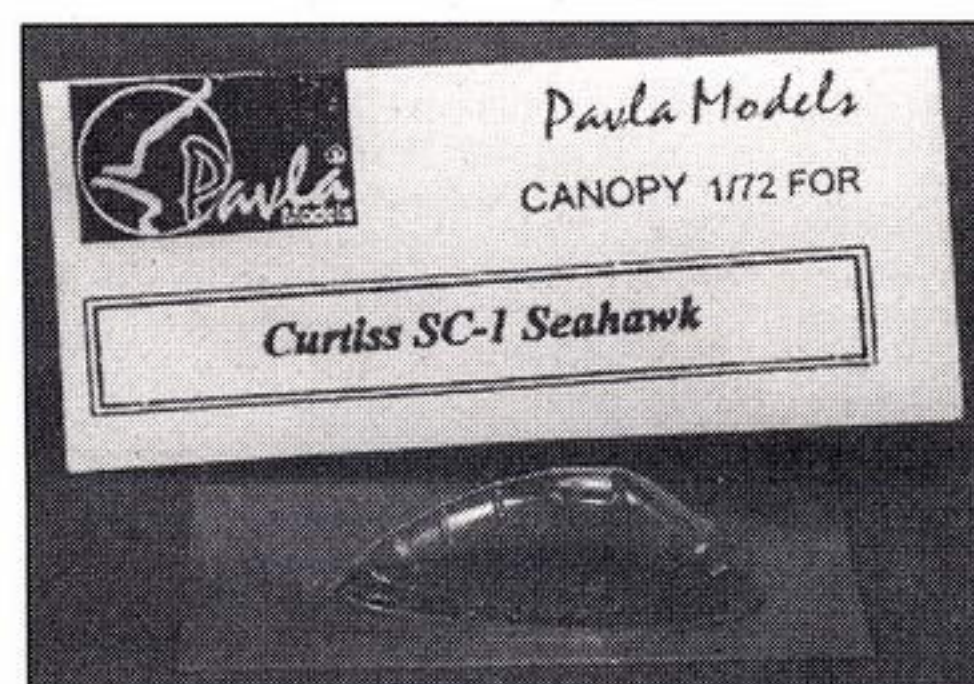
This set is just £4.99 in the UK and as far as I am concerned that is good value. I for one can think of a few applications for this set, so I am sure that many Luftwaffe modellers out there will only be too pleased to have these excellent, accurate Hs 293's to hang under a suitable aircraft.

All Condor products are imported into the UK by Hannants and the price quoted above is from that source.

My thanks to Hannants for the review sample.

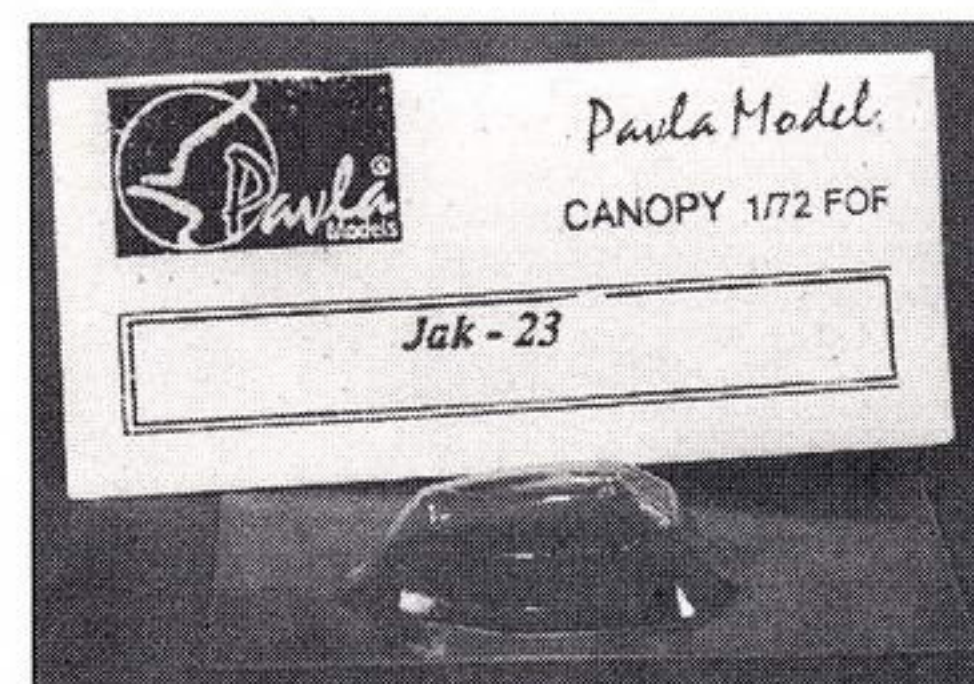
New Canopy Range from PAVLA

Many of you will be familiar with the Czech company of Pavla. In the past this firm has restricted itself to producing some excellent limited-run kits with a wealth of etched parts. However recently the firm has expanded to move into the accessory market with a new range of vac-formed canopies. Most of you will have heard of Squadron, Falcon and



If there is one thing the Antares kit of the Curtiss SC-1 Seahawk needed, it was a new canopy. This version from Pavla looks very good indeed

review of the Antares kit in the September edition (See Vol 2 Iss 9 Page 521) will remember that the canopy was one of the main failings of this kit, so this new vac-formed example is a must if you have the

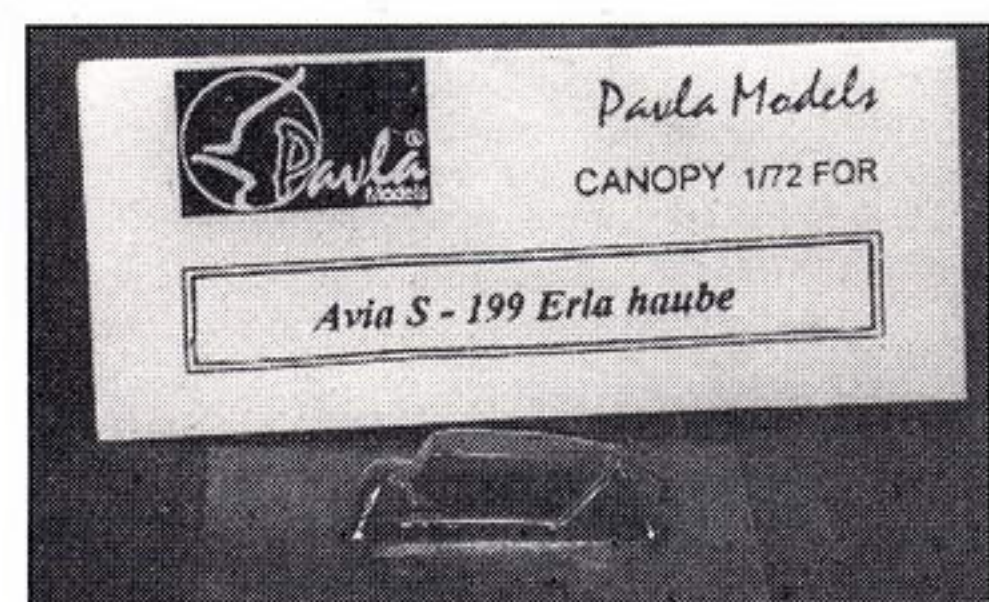


A neat new canopy for the Yak-23 is offered by Pavla

kit. The MiG-21UM canopy is designed for the recent AeroTeam limited edition of this type. This kit has a three-part injected canopy which has a rather odd 'frosted' look to it. The new vac-formed example

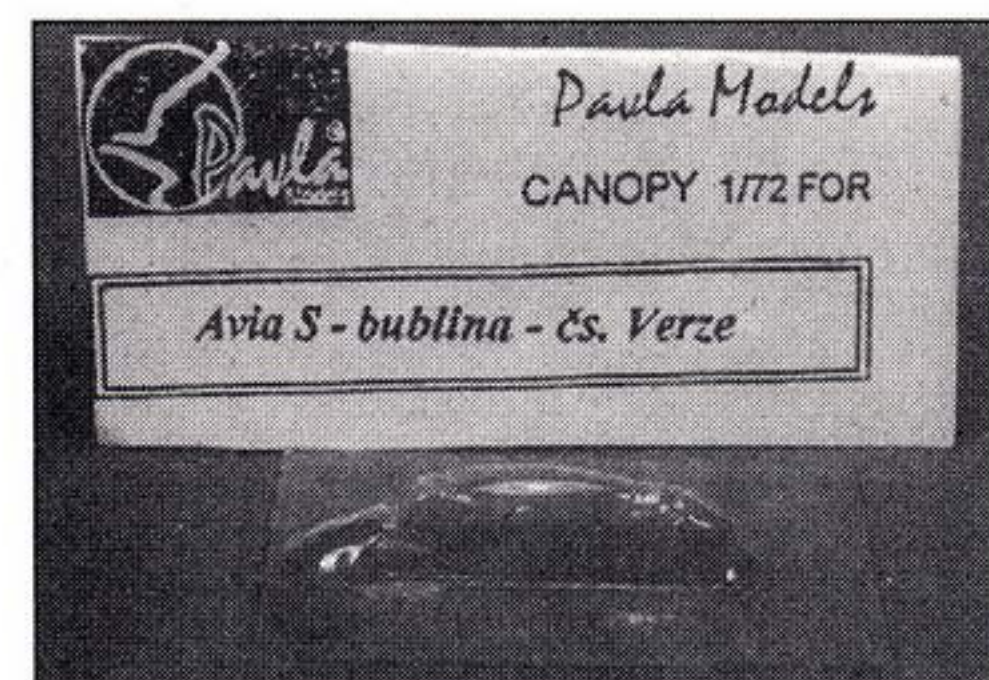


If you have one of the AeroTeam limited kits of the two-seat MiG-21, then this new vac-formed canopy from Pavla will be a vast improvement from that offered in the kit



Two styles of canopy are on offer for the Avia S-199. This is the 'Erla Haube' version

Aeroclub in regard to this, however these firms tend to stick to the more mainstream kit types. What Pavla have done is to look at some of the new limited injection moulded kits to come out of the old Eastern Bloc countries and make replacement canopies to fit these kits.



The other S-199 canopy is the 'blown' type

Some of the more recent releases have been passed to us via their UK importer, Hannants. All of the canopies are to 1/72nd scale so far and they comprise the Avia S-199 in either 'Erla Haube' or 'blown' types, one for the Curtiss SC-1 Seahawk, one for the Yak-23 and finally one for the MiG-21UM 'Mongul'. The Seahawk example will be very welcome as any of you who read Steve Ellen's

from Pavla does not suffer from this so you will probably want one of these canopies if you have the kit. As far as the other ones we had go these will certainly add a lot to the appropriate kits as this has been the downfall of many of the older kits from former Eastern Bloc countries.

Overall I feel that these new canopies from Pavla are well worth considering. Each costs just £1.50 and I don't feel that this is too much to pay for an item which will improve the overall look of the completed model by so much.

All Pavla products are imported into the UK by Hannants and the above price is from this source. My thanks to Hannants for the review sample.

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Latest from AeroMaster

The selection from this source consists of four sheets in 1/72nd scale and eleven in 1/48th.

Starting with the 1/72nd scale sheets, I will begin with sheet number 72-134. This is entitled 'Hurricanes at War Pt. I' and it contains markings for five machines. These five options are;

- 1. Hurricane Mk I Trop, P2638 of No.274 Sqn, North Africa, 1941. This machine is Dark Earth and Middle Stone over Azure Blue. To confuse Italian gunners the aircraft has a fake Italian sand and green mottle effect which covers the leading edge of the wings and underneath the engine cowl.
- 2. Hurricane Mk I, P2798 of No.87 Sqn. based at Colern in December 1940. This machine was flown by Sqn. Ldr. Ian R. Glead and it is painted over Night with a red spinner and nose flash.
- 3. Hurricane Mk II, BE500 of 87 Sqn. operating from Charny Down in 1942. This machine was flown by Sqn. Ldr. D.G. Smallwood and it is painted Night overall with a red spinner.
- 4. Sea Hurricane Mk I, P3090 based at RNAS Lee-on-Solent. This machine is Dark Slate Grey and Extra Dark Sea Grey over Sky.
- 5. Sea Hurricane Mk IIC of No. 835 Sqn, FAA on HMS Nairana in 1944. This aircraft is white overall with Dark Sea Grey and Ocean Grey patches as anti-dazzle panels on the upper engine cowls.

This sheet, being to the smaller scale, contains all the markings for all the options offered, however there is no stencilling included.

We move on to the other RAF fighter with the next sheet, as 72-136 is entitled 'Spitfire Mk. IX Collection'. It offers the following six schemes;

- 1. Mk IXc, ML296 of No. 312 Sqn based at North Weald in 1944. This machine is Dark Green and Ocean Grey over Medium Sea Grey with a Sky spinner and fuselage band.
- 2. Mk IXc, MJ832 of No. 412 Sqn, RCAF in 1944. This aircraft is in the same scheme as option 1.
- 3. Mk IXc, SM147 of no. 173 Sqn. based in Italy in 1945. Once again the aircraft carries the same overall scheme as option 1.
- 4. Mk IXb of No.341 Free French Sqn in 1944. This machine in in the same overall scheme as option 1 however the spinner is black.
- 5. Mk VIII of the 308th FS, 31st FG, USAAF based in Italy in 1944. This machine is Dark Earth and Middle Stone over Azure Blue with a red spinner.
- 6. Mk IXc, MA454 of No. 152 Sqn, Italy 1943. This machine is in the same scheme as option 5.

As with the Hurricane sheet all the markings for all the options are offered on this sheet, but no stencilling is included.

We change sides with this next sheet as it is for the Heinkel He 112. Numbered

72-135 the sheet offers markings for six machines and they are;

- 1. He 112B-2 of 1st Sqn, Gruppo 27 during the Spanish Civil War. It is painted in a home-brewed scheme of ochre, brown and dark green over RLM 65. The spinner is red with a yellow tip.
- 2. Early production He 112 of IV/JG132. This aircraft is RLM 70/71 over RLM 65 and it carries the swastika in the wide red band on the tail.
- 3. He 112B-1 flown by Capt. Miguel Garcia Pardo of Grupo 5-G-5 in January 1939. This machine is RLM 63 over RLM 65 and the tip of the rudder and spinner are yellow.
- 4. He 112B-1/U-2 of the Hungarian AF. This machine is dark green, dark brown and Terracotta over pale grey.
- 5. He 112B-2 of the Hungarian AF. This machine is in the later 1942 scheme and unfortunately the instruction sheet does not tell you what the correct upper surface colours are. I suspect they are dark green, dark brown and light grey over pale grey. This machine also carries the yellow wing tips and fuselage band of Eastern Front operations.
- 6. He 112 of the Rumanian AF. This machine was operated by Grupul 5 and was one of the last surviving He 112's. It is painted pale grey overall with a white spinner, fuselage band and lower wing tips.

All the markings required to make up all the options are given but once again no stencilling is included.

The final offering in this scale is sheet 72-137 and this is for Battle of Britain Hurricanes. There are six schemes offered on it and they are;

- 1. Mk I, P3039 "Bebé" of No. 229 Sqn based at RAF Northolt in 1940 and flown by P/O V. Ortman (Belgium). The aircraft is in the standard Dark Green and Dark Earth over Sky scheme with a black spinner.
- 2. Mk I, V6702 of No 504 Sqn based at RAF Filton in 1940. This machine is in the same scheme as option 1.
- 3. Mk I, V6879 of No 605 Sqn based at RAF Croydon and flown by Sqn. Ldr. A. McKellar DSO, DFC & bar. Once again the machine displays the same overall scheme as option 1.
- 4. Mk I, R2869 of No 56 Sqn based at RAF North Weald in 1940. This machine is once again in the same overall scheme as option 1 although it does have a Sky spinner.
- 5. Mk I, R4175 of no 303 Sqn. Based at RAF Northolt in 1940 and flown by Sgt. J. Frantisek. This machine is in the same scheme as option 1.
- 6. Mk I, V7118 of No 306 (Polish) Sqn. This machine is also in the same scheme as option 1.

Moving into 1/48th scale now, the first sheet on offer is 48-141. This sheet is entitled 'Stuka Bombers Pt. II' and it offers 5 options, which are;

- 1. Ju 87D-3 of 2/SG 2 operating in

Russia during the winter of 1943-4. This machine is RLM 70/71 over RLM 65 with yellow lower wing tips and fuselage band. The entire upper surface has also been speckled with white.

- 2. Ju 87D-3 of 4/SG 2 operating in Russia during the summer of 1943. This machine is in the same scheme as option 1 although it does not carry the speckled white on the upper surface.
- 3. Ju 87D-5 of Stab. I./SG5 in Russia in early 1944. This machine is basically in the same scheme as option 1. The upper surfaces have been covered in white distemper although large areas of it around the cockpit area seem to have worn off.
- 4. Ju 87D-3 of 9./StG 77 operating on the Wschodni Front in the winter of 1943. This machine carries the usual overall colour scheme although the entire upper surface is covered in white distemper and the spinner carries bands of black, white and yellow.
- 5. Ju 87G-2 flown by Maj. Hans Rudel in Russia during the summer of 1944. This machine is in the same scheme as option 1 and the spinner has a white spiral.

This sheet contains all the unique markings for each option with three complete sets of national insignia, all the swastikas and two sets of stencilling. To get all this into the package does mean that this is a two sheet set.

We change sides and eras with this next sheet as it is for one of the classic jets of the 1950's, the N.A F-86 Sabre. Entitled 'Sabres over Korea Pt. III' the sheet offers markings for the following three machines;

- 1. F-86F-30-NA 'Nina V' flown by Col. Robert P. Baldwin, Commander of the 51st Fighter Interceptor Group (FIG) based at K-13 (Suwon AB) in 1953. This aircraft is natural metal overall with a black checker board tail, red, yellow and blue bands around the nose and a wide black edged yellow band around the fuselage centre section.
- 2. F-86F-30-NA 'Dennis the Menace' flown by Capt. Dennis Clark of the 67th Fighter Bomber Squadron, 18th Fighter Bomber Group based at K-55 (Osan AB) in 1953. This machine is natural metal overall with red, white and blue 'fin flashes', a red tip to the nose and the broad black edged yellow band around the middle of the fuselage.
- 3. F-86F-30-NA 'Boomer' flown by Capt. Clyde A. Curtin of the 335th FIG, 4th Fighter Interceptor Wing based at K-14 (Kimpoo AB) in 1953. Once again this machine is natural metal overall with the broad black edged yellow band around the fuselage. This style of black edged yellow band is also carried across the vertical fin.

This one and a half sheet set contains national markings for two machines, but no stencilling.

We move back to the Stuka with the next sheet, number 48-279. This is another two sheet set and it offers markings for five B/R series machines.

These options are;

- 1. B-2 of 2nd Staffel, 1./StG 3 based in Greece during April 1941. This machine is RLM 70/71 in a splinter pattern over RLM 65 with the entire nose and rudder painted yellow.
- 2. R-2 flown by the Croatian Luftwaffe Legion with Luftflotte 6 in Russia during August 1944. This machine is once again RLM 70/71 over 65 and there is a yellow band around the rear fuselage.
- 3. R-2 operated by 3./StG 1 in North Africa during 1941. This machine is RLM 70/71 over RLM 65. The upper surface has then been oversprayed with an irregular mottle of RLM 79.
- 4. B-2 of Stab. III./StG 2 flown by Maj. Hans Ulrich Rudel during 1943. This machine is in the same overall scheme as option 1 although it carries the yellow Eastern Front theatre markings under the wing tips and around the fuselage.
- 5. B-1 of 9./StG 51 operating in France in 1940. This machine is once again RLM 70/71 over 65.

Again this two sheet set contains national markings for three machines and complete stencilling for two.

The next two sheets deal with the same machine, namely the Polikarpov I-16 'Rata'. The first is sheet 48-280 and this offers you the following five options;

- 1. I-16 Type 18 flown by Capt. Boris F. Safonov of the 72 AP in 1941. This machine is Dark Olive Green over Sky Blue.

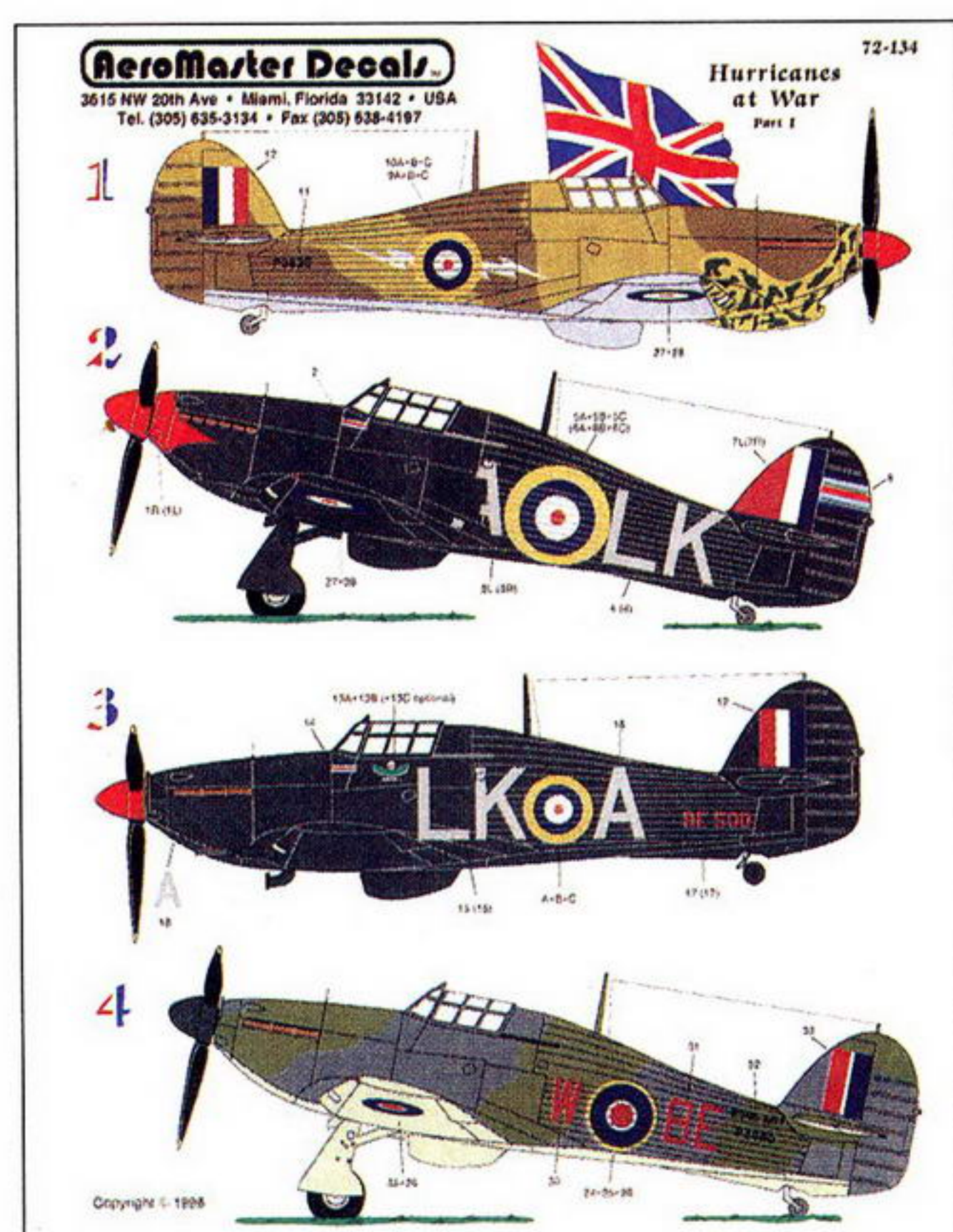
Note that AeroMaster have decided from careful study of photographs that the text on the side of this machine is in white, not yellow as some sources have stated.

- 2. I-16 Type 18 of 286 IAP in 1942. This machine is in the same scheme as option 1 although there are areas of touched up paint on the fuselage sides.
- 3. I-16 Type 10 of the Spanish Nationalist AF. This machine was captured from the Republican forces in 1939 and it is painted Ochre with Brown and Green mottles over Pale Grey.
- 4. I-16 Type 18 of LLv-24 in Finland in 1941. This machine was captured during the Winter War and it is painted Dark Green and Black over Sky Blue. This machine is equipped with skis.
- 5. I-16 Type 10 of an unknown Russian unit. This ski equipped aircraft has white distemper applied to the fuselage upper surfaces with the standard Dark Olive Green on the wing upper surface and Sky Blue underneath. The cowl is heavily weathered black and the aircraft has various battle damage touch-ups and a mis-matched rudder insignia.

All the decals required to make all the options on this sheet are included.

The second part of this set is sheet 48-281 and this is of course entitled 'Fighting Polikarpov I-16's Part 2'. It offers schemes for the following five machines;

- 1. I-16 Type 18 flown by S.G. Surhenko of the 72 AP operating from Murmansk in 1941. This machine is Dark Olive Green over Sky Blue with the entire cowl



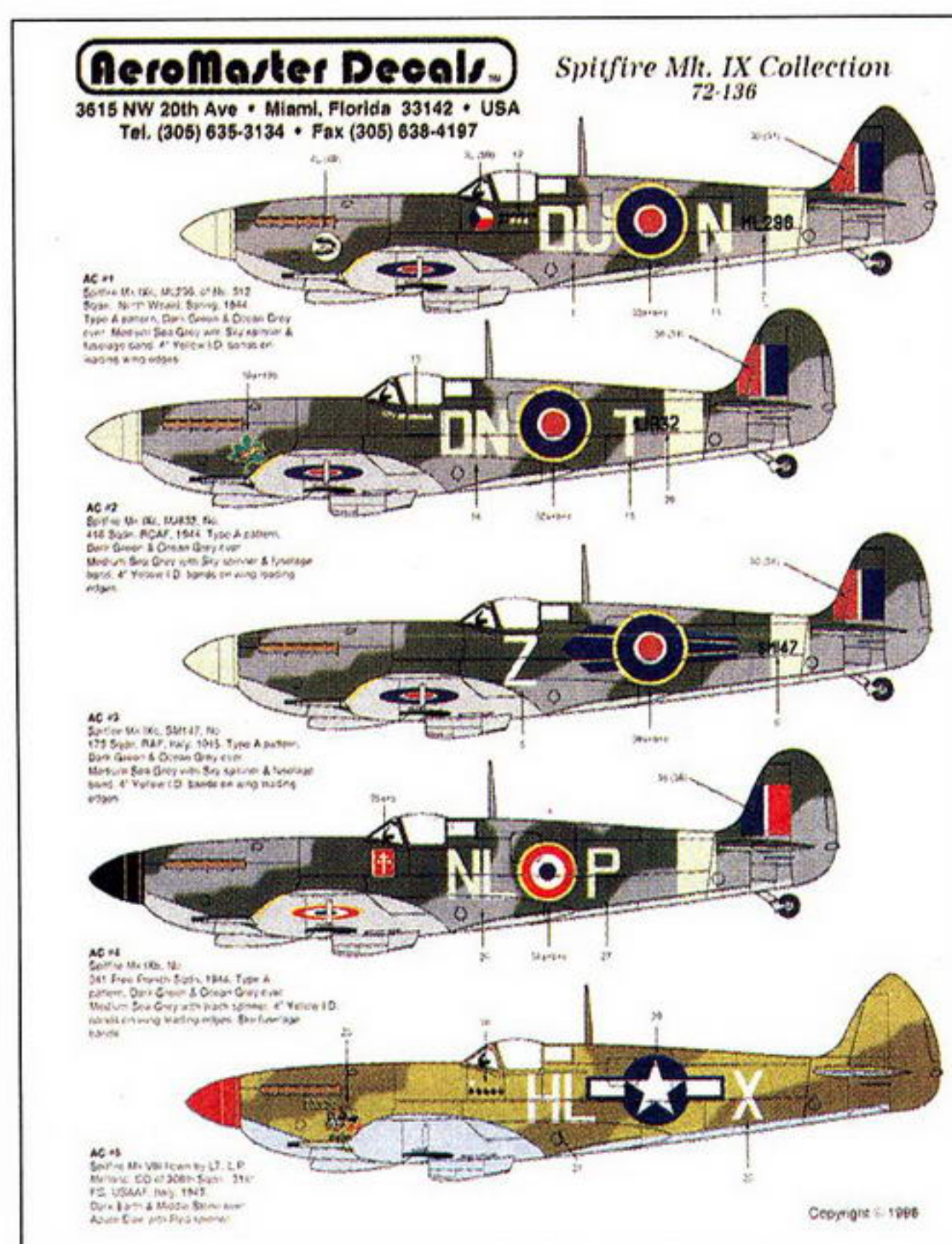
A nice selection of markings for the Hurricane are now available in 1/72nd scale thanks to sheet number 72-134

and the upper decking and leading edge of the vertical tail painted red.

- 2. I-16 Type 18 of an unidentified Russian unit. This machine is also Olive Green over Sky Blue and the entire vertical tail is red and blue.
- 3. I-16 Type 24 of an unknown Russian unit. This machine is once again Dark Olive Green over Sky Blue.
- 4. I-16 Type 10 of an operational training unit in 1944. This machine has acquired areas of fresh Dark Olive

We return to an Allied type now and one of my favourites, the Hawker Typhoon. Sheet 48-282 is entitled 'Storm in the Sky Part 2' and it offers schemes for the following four machines;

- 1. MN454, HF*S flown by Sqn. Ldr. Scarlet of 183 Sqn in early 1944. This machine is Dark Green and Ocean Grey over Medium Sea Grey with a Sky spinner and tail band.
- 2. MH518, R*D flown by Wg. Cdr. R.T.P. Davidson of 143 Wing in May



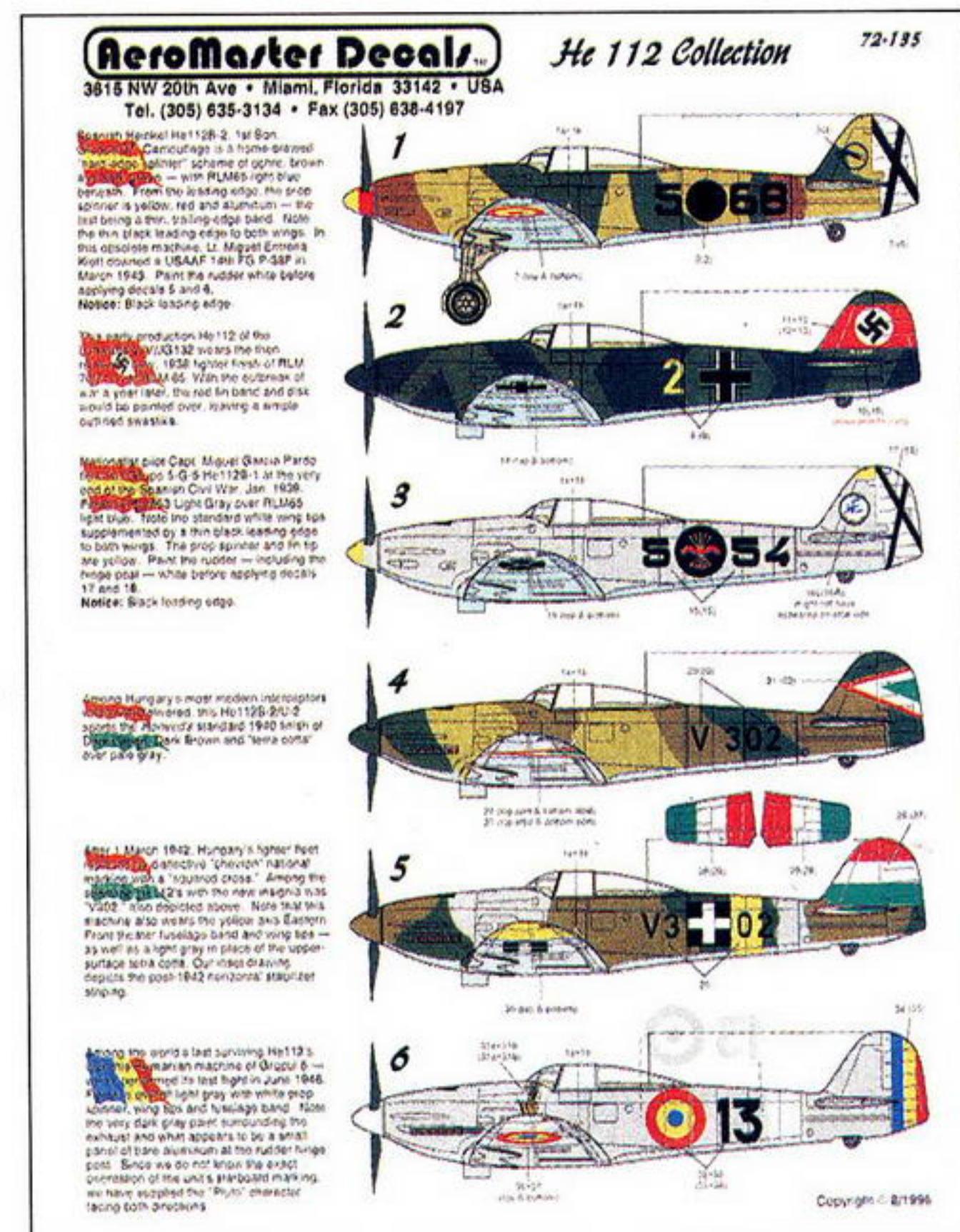
Both RAF and USAAF Mk VIII and IX's are offered on 72-136

fuselage and has a blue spiral on the Sky spinner.

This sheet contains national insignia for two complete aircraft.

Following on from the above is sheet 48-283 as this is part three of the 'Storms in the Sky' set. This sheet offers another four options, which are;

- 1. RB281 of No.439 Sqn, 2nd TAF. This machine has the larger Tempest tailplanes fitted and it is painted Dark Green and Ocean Grey over Medium Sea



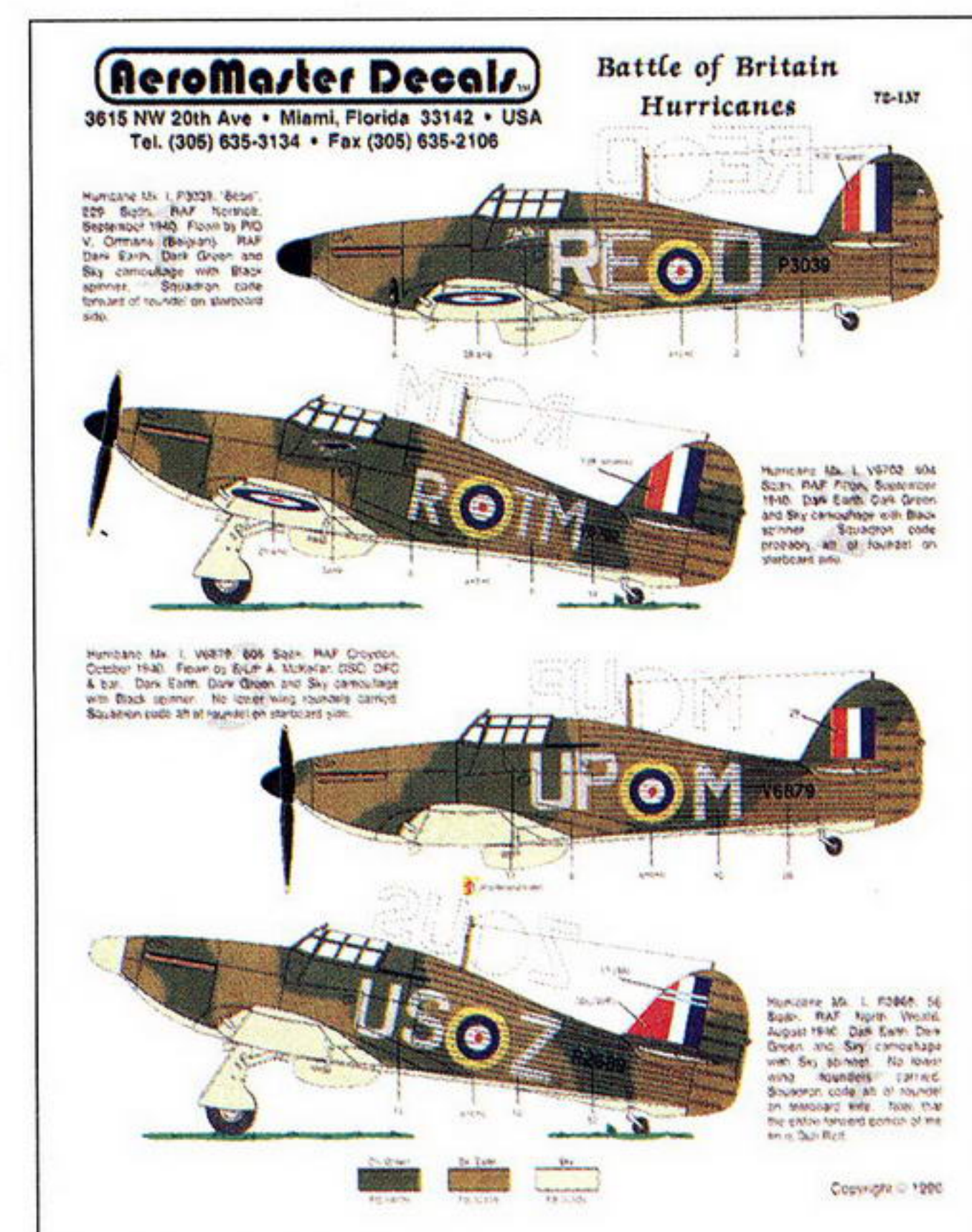
Like many I suspect you have some old Heller He 112's in your collection, waiting for inspiration. Well here is the inspiration, as sheet 72-135 offers some excellent schemes for this type. With the release of a 1/48th scale one from Classic Airframes in 1997 I can only hope this sheet will be scaled up!

rocket rails fitted.

- 4. RB455, FJ*H 'Doreen' of No. 164 Sqn. 2TAF. Once again the overall scheme is the same as option 1.

The sheet comes with sufficient roundels to make up two of the options.

We return to one of the most frequent subjects in most decal company ranges



A good group of Hurricanes operated during the Battle of Britain are offered on 72-137

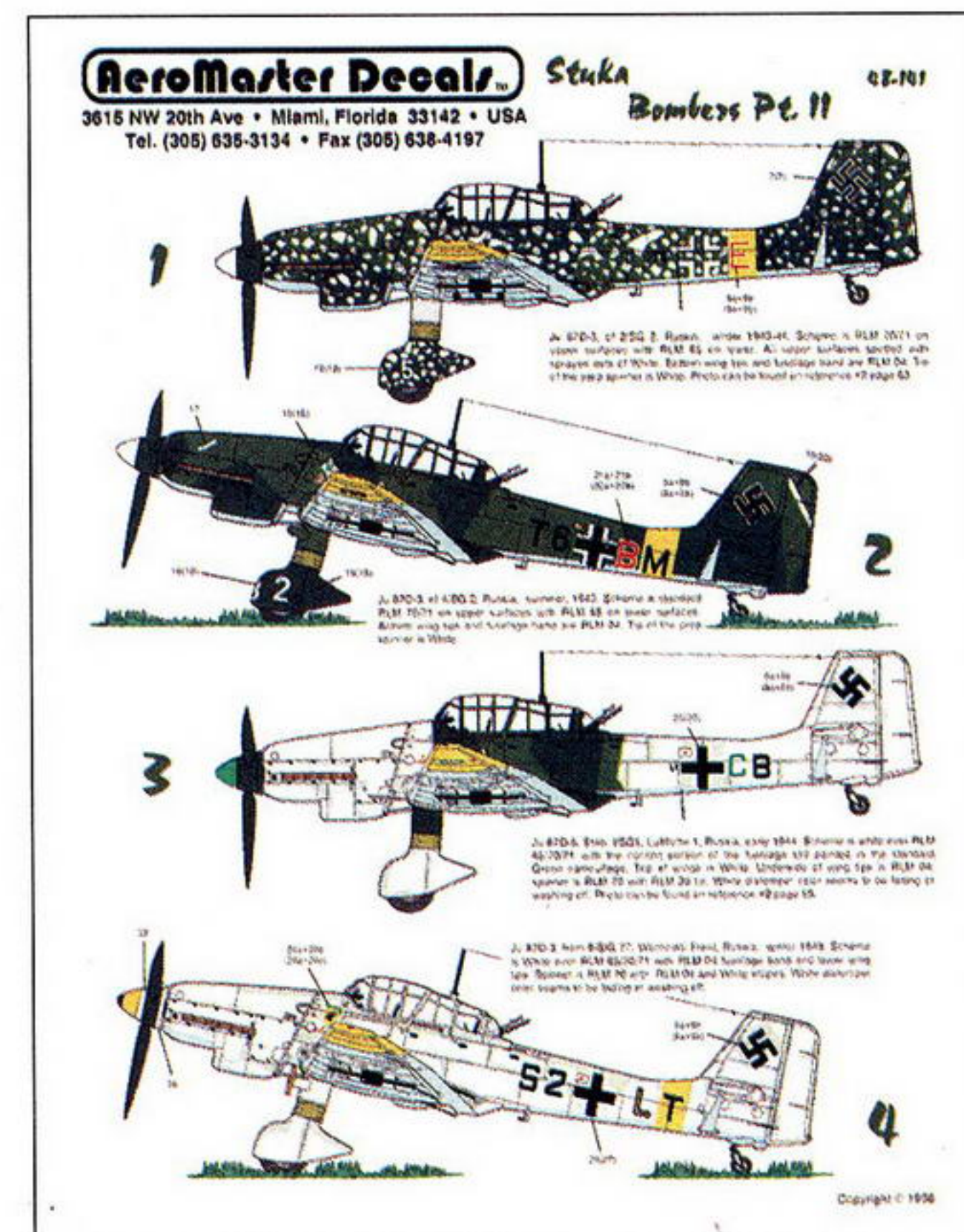
Green over its original scheme and it carries a broad yellow band around the fuselage.

- 5. I-16 Type 24 captured and operated by the Rumanian AF. This machine had random patches of Dark Green applied to the upper Dark Olive Green and it had a yellow spinner and an Axis Eastern Front theatre band around the fuselage

This single sheet set contains all the markings required for each option offered.

1944. This machine is in the same scheme as option 1.

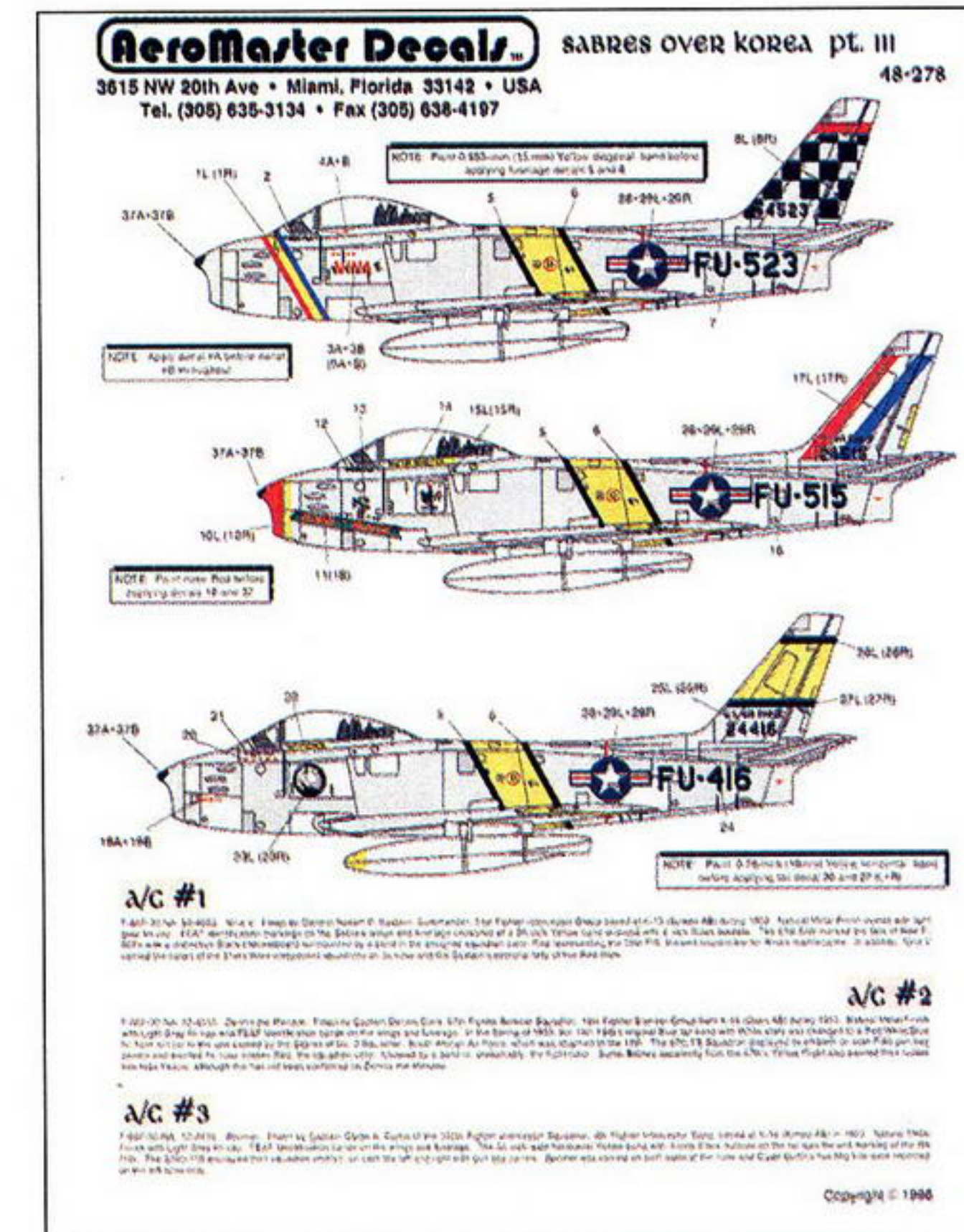
- 3. JR535, SF*B operated by 137 Sqn in early 1943. This machine is in the same overall scheme as option 1 although it carries the black and white ID stripes of the type on the wings.
- 4. MH819, MR*? flown by Sqn. Ldr. Jack Collins of No 245 Sqn based at Holmsley So in 1944. This machine is similar to option 3 although it also carries full invasion stripes around the wings and



A good selection of late series Stuka's are offered on 48-141, including Rudel's machine

Grey with yellow leading edges to the wings and a black spinner.

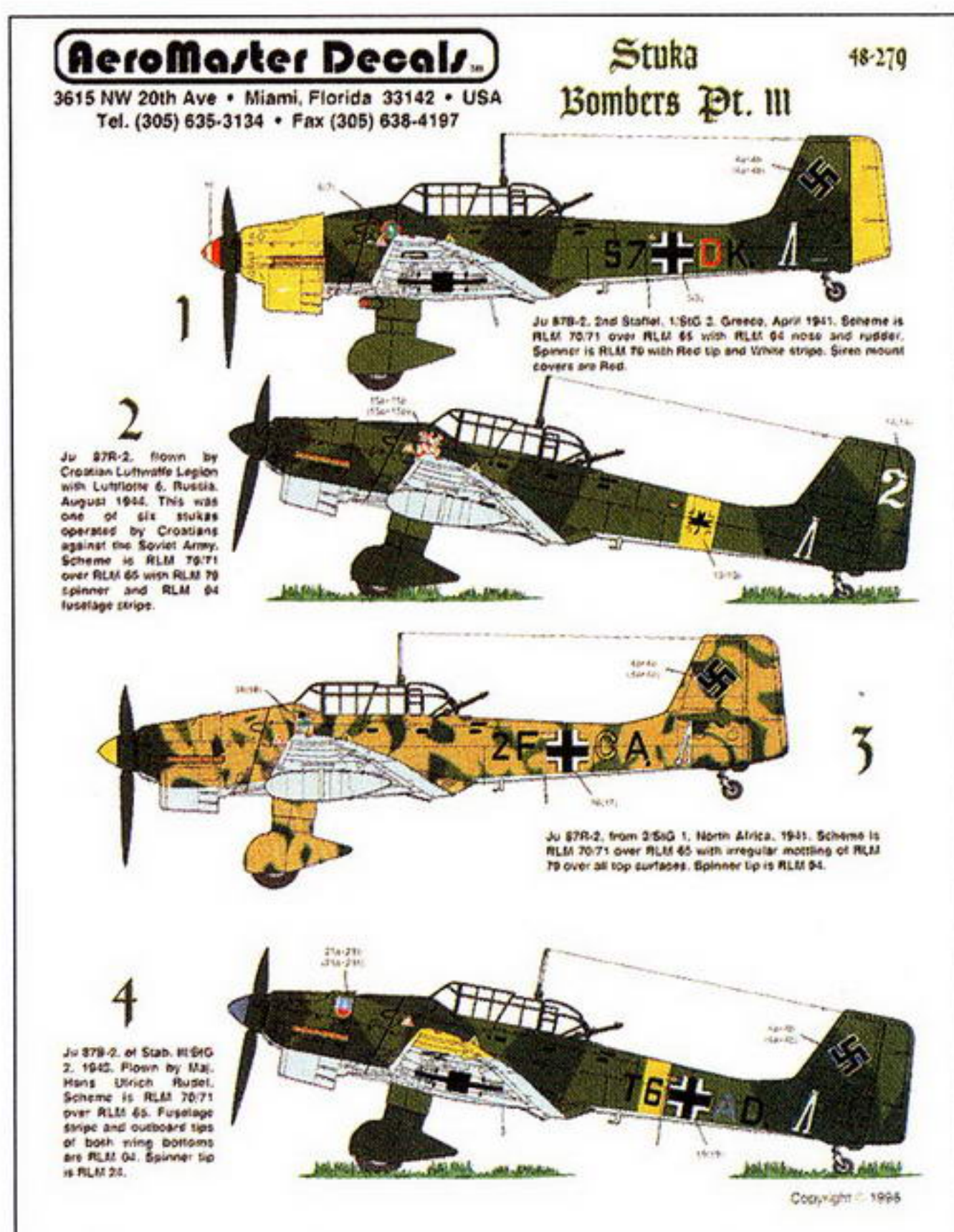
- 2. EK427, *S of No. 4 Sqn. This FR.1B machine is in the same scheme as option 1 and it carried its camera in the port wing.
- 3. SW470, JB flown by Capt. J.Baldwin. This machine is in the same scheme as option 1 although it does have a 'pink' spinner with a white backplate and it also has the Tempest tailplanes and



The F-86 Sabre is all the rage of late with the new Hasegawa kit, so sheet 48-278 with its three Korean War period machines may be of interest to many of you

now, namely the P-51 Mustang. Sheet 48-285 is entitled 'Mustangs Forever' and it offers schemes for the following three machines;

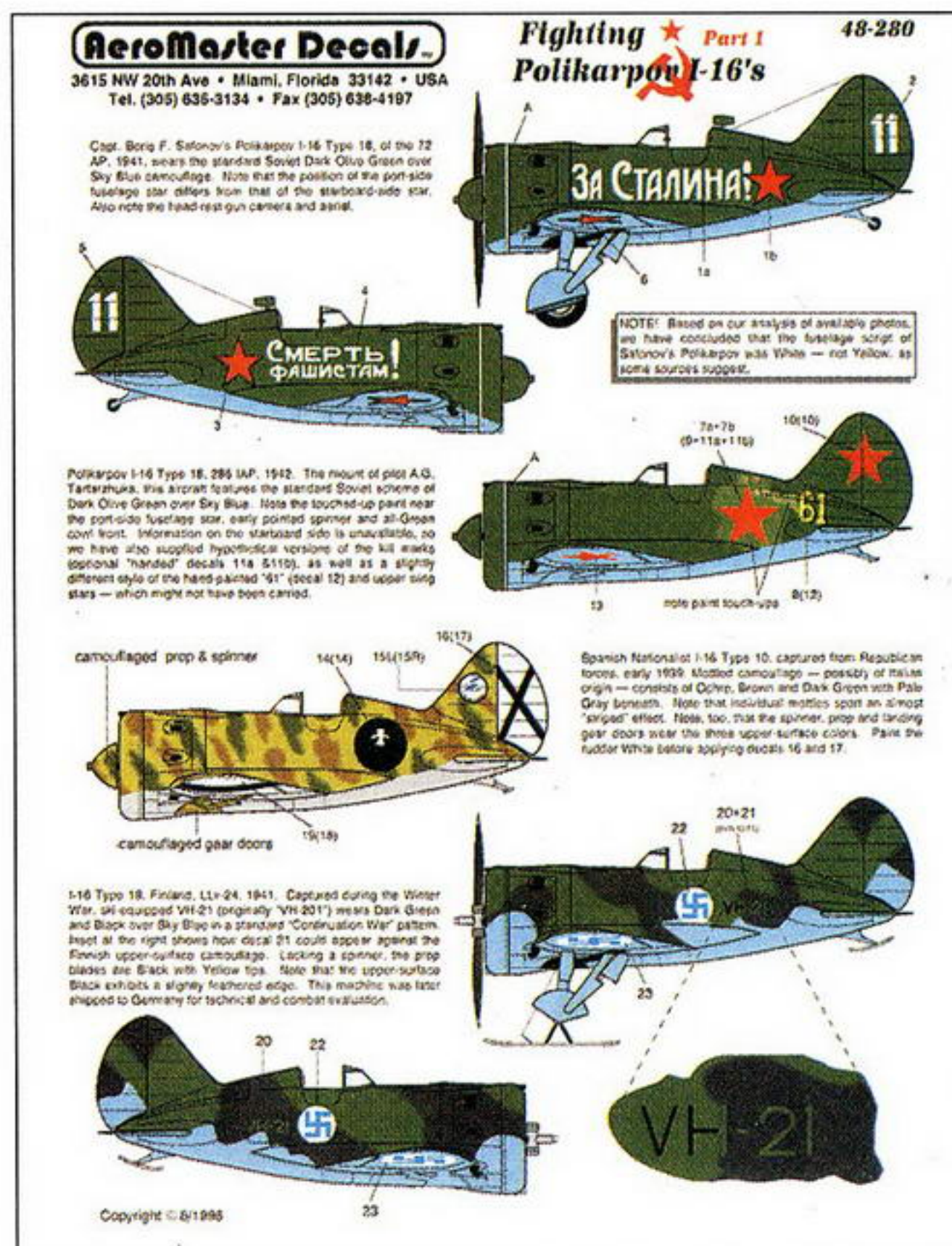
- 1. P-51D 'Stinger VII' of the 45th FS, 15th FG based at Iwo Jima and flown by Capt. Robert W. More in the summer of 1944. This machine is natural metal overall with a Medium Green spinner and black edged bands of that colour around the wings and vertical tail.



Another selection for the Stuka, sheet 48-279 deals with the earlier B/R series machines

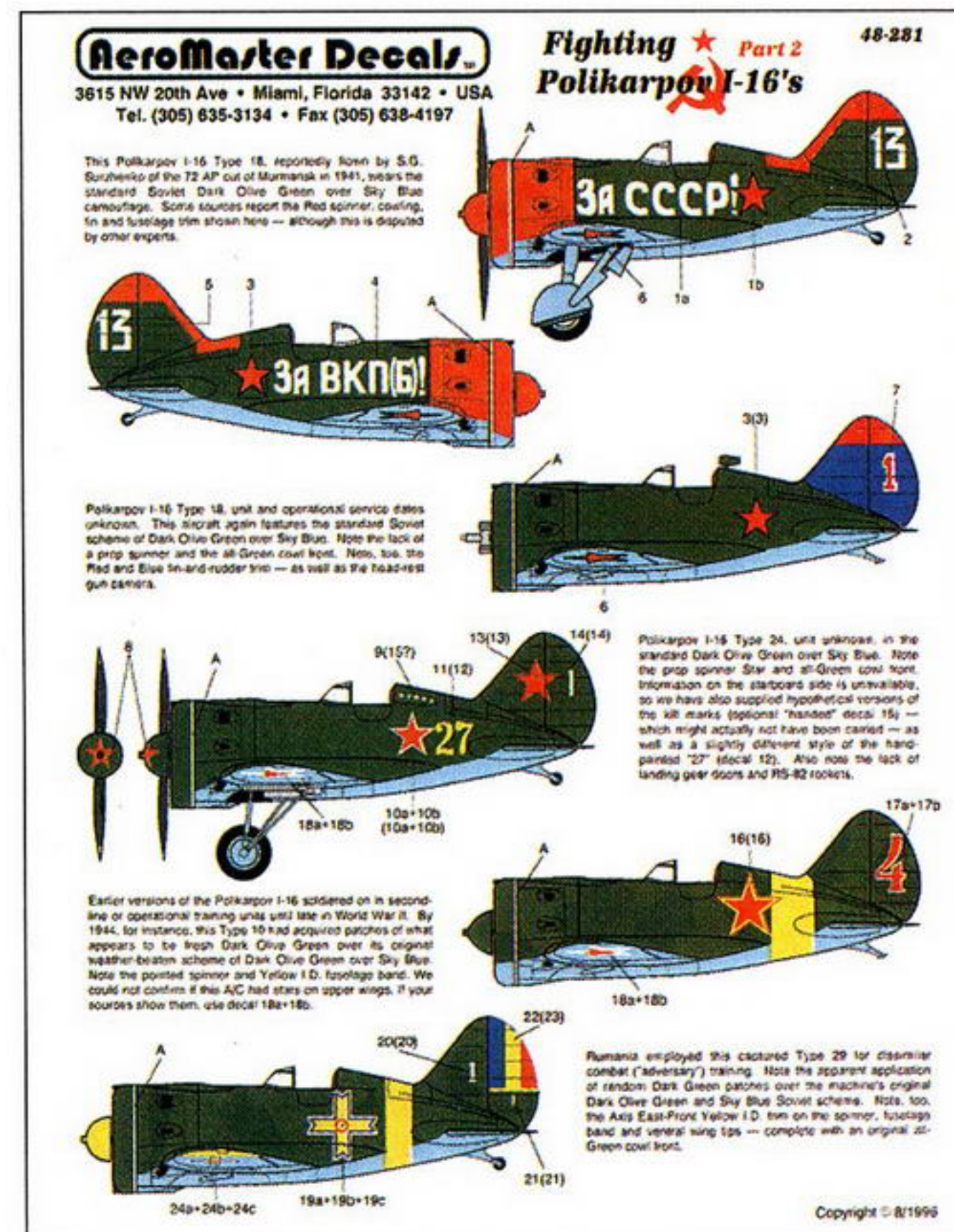
- 2. P-51D 'Dinny B' flown by Lt. Willie Willis of the 462nd FS in 1945. This machine is also natural metal overall with an Olive Drab anti-dazzle panel. The entire rear fuselage and vertical tail, less rudder, is covered in diagonal red stripes.
- 3. P-51K 'Sigh!' flown by the Commander of the 1st Air Commando Group, Col. R.Hall, at Asansol, India in the summer of 1945. This machine is in the same overall scheme as option 2 but it has a red and yellow tip to the spinner,

- 1. J2M3 of the 302 NAG 'Tatsumaki', based at Kanoya AB in 1945. This machine was flown by NAPI/C Sasazawa and it is painted Mitsubishi Green over IJN Grey with Blue/Black anti-dazzle panels.
- 2. J2M3 of 302 NAG, 1st Squadron in



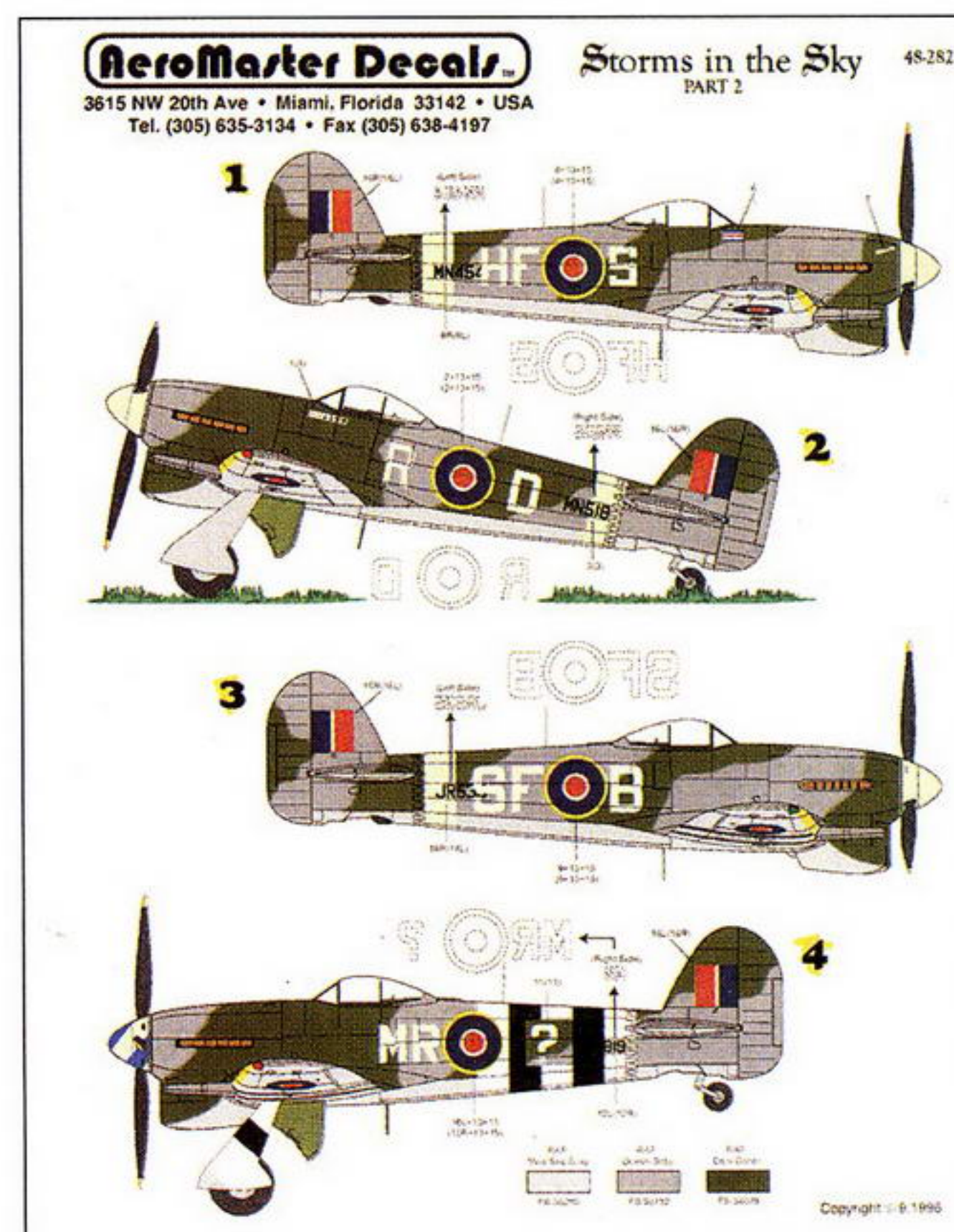
A nice selection of I-16's are offered on 48-280 including a neat little Finnish AF example

- which is entitled 'Empire Defenders Part 4'. It offers schemes for another five machines.
- 1. J2M3 flown by Lt. Nakajima of 332 NAG based at Kanoya AB in April 1945.
- 2. J2M3 of 332 NAG based at Naruo AB in 1945.
- 3. J2M3 of 352 NAG at Omura AB, Nagasaki in 1945.
- 4. J2M3 of 352 NAG and flown by ensign Nobuo Kikuchi from Kanoya AB

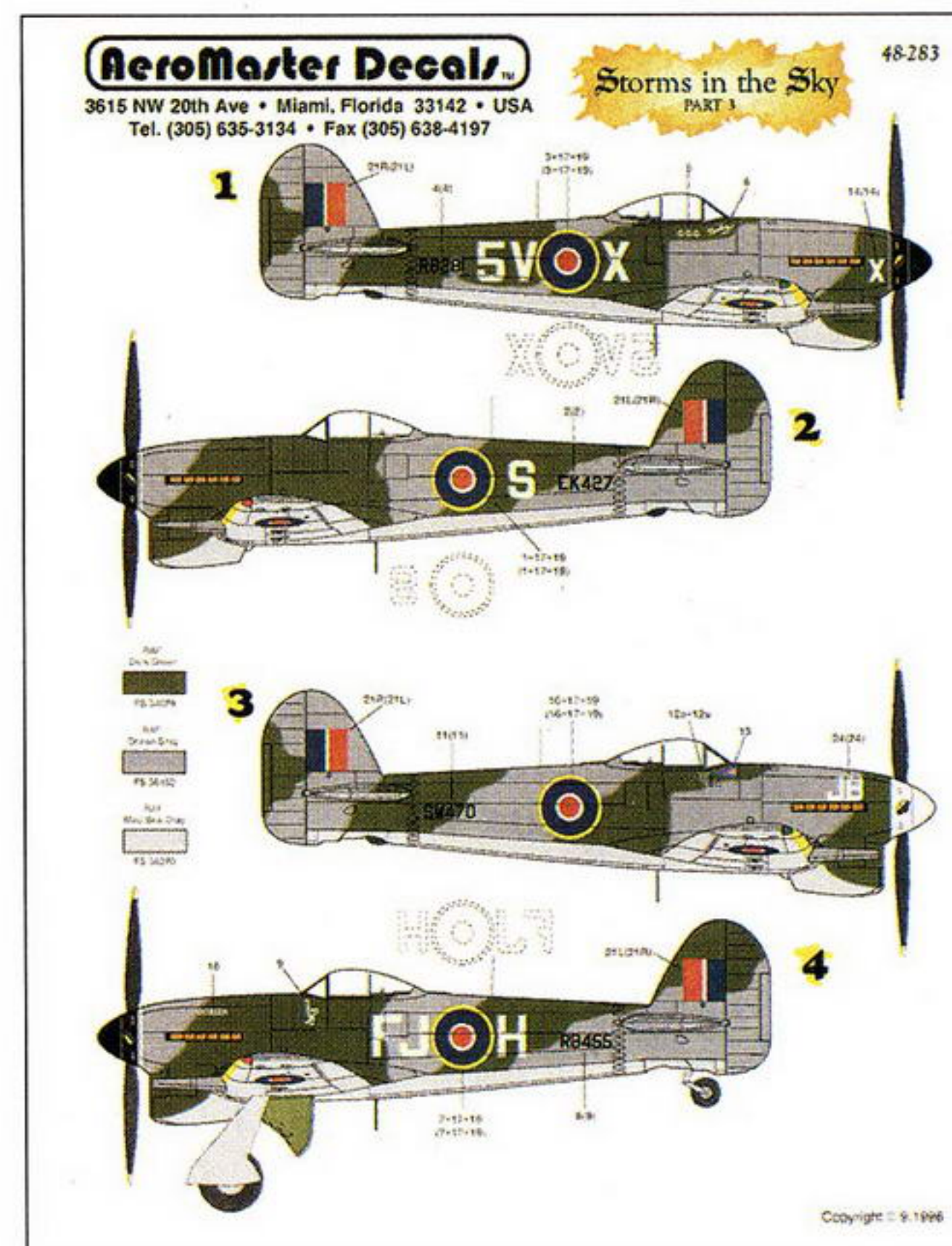


A follow on to 280 is 48-281 which once again looks at the I-16. This sheet includes very colourful markings for a captured example operated by the Rumanian AF

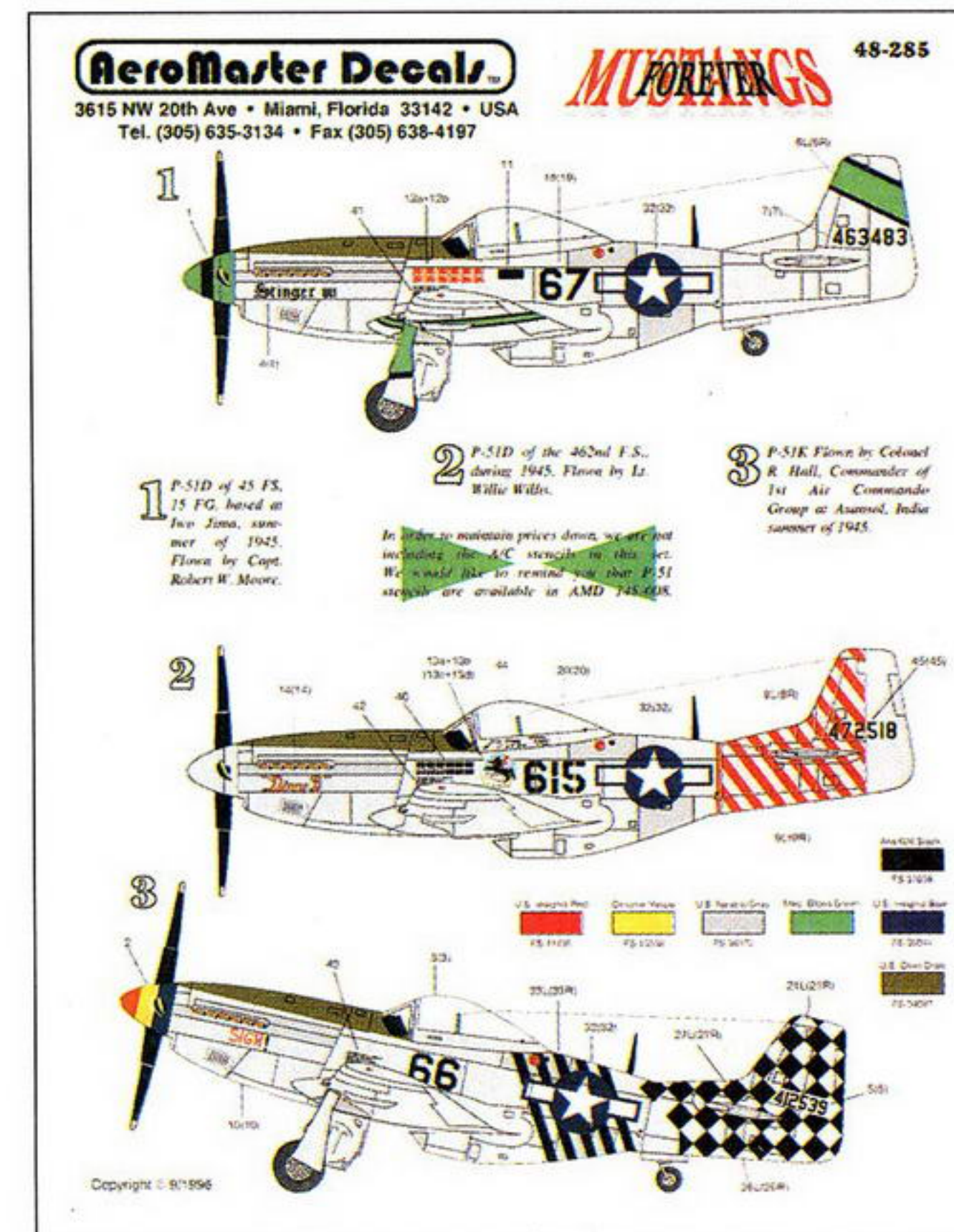
- machines.
- 1. P-51B-15-N, 42-106875 'Queen Jean' flown by Capt. William J.Shackelford, 375th FS, 361st FG, 8th AF based in England in 1944. This machine is natural metal overall with a yellow nose and spinner and invasion stripes upper each wing and under the fuselage. The upper wings and tailplanes carry the black ID stripe of the type.
- 2. P-51C-3-NT, 42-103309 'Berlin



Four nice options for the Tiffie are offered on 48-282



Another four options for the Typhoon come on sheet 48-283



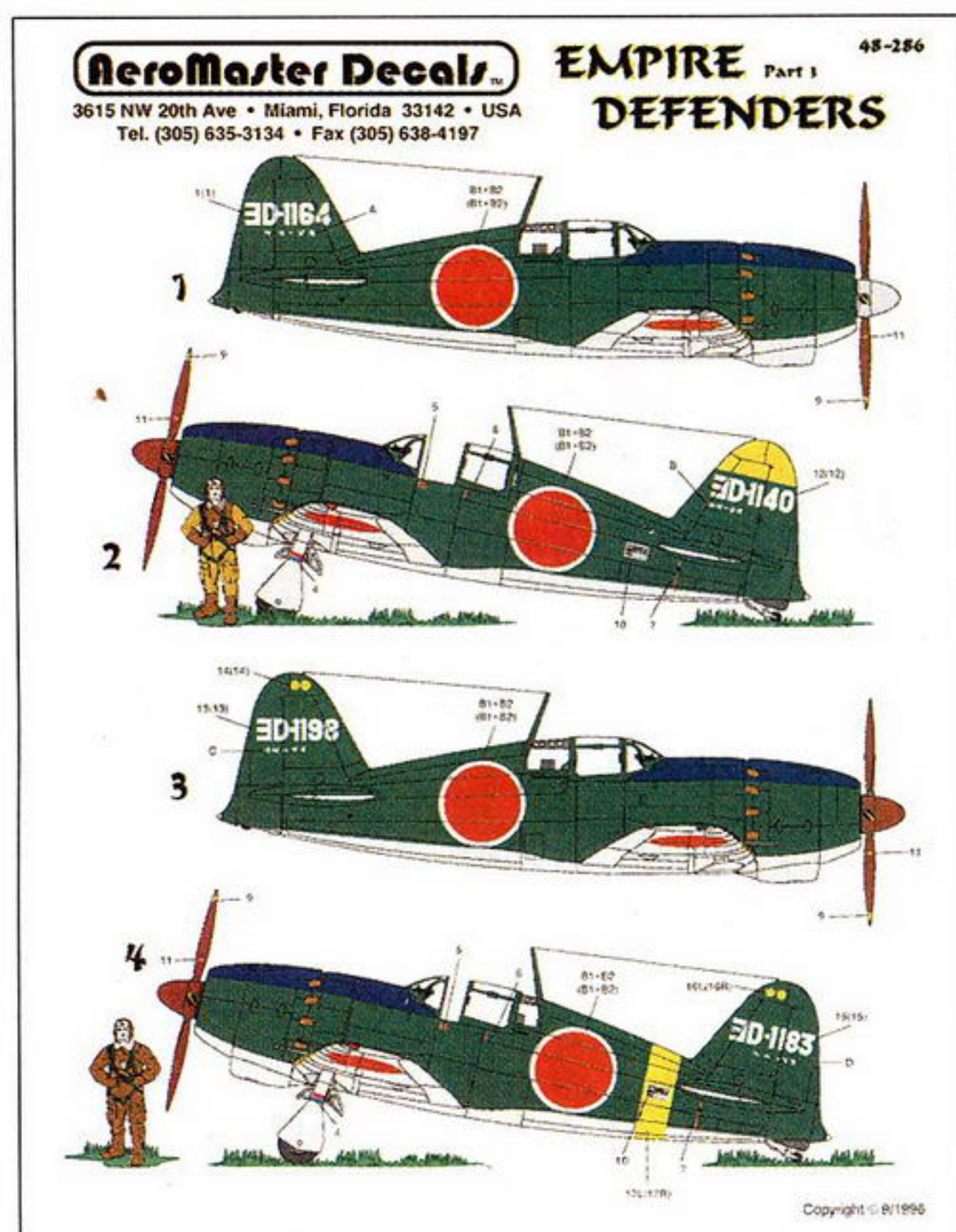
Some extremely striking colour schemes for the P-51D/K are offered on 48-285

- diagonal black stripes on the fuselage (behind the national insignia) and black checks on the rear fuselage and entire vertical tail surface.
- No stencilling has been included on this sheet, as it can be obtained on sheet 148-008, however all the stripes and checks are included in decal form, which makes life easier! You should note that only one set of national insignia are included.
- We change sides with the next two

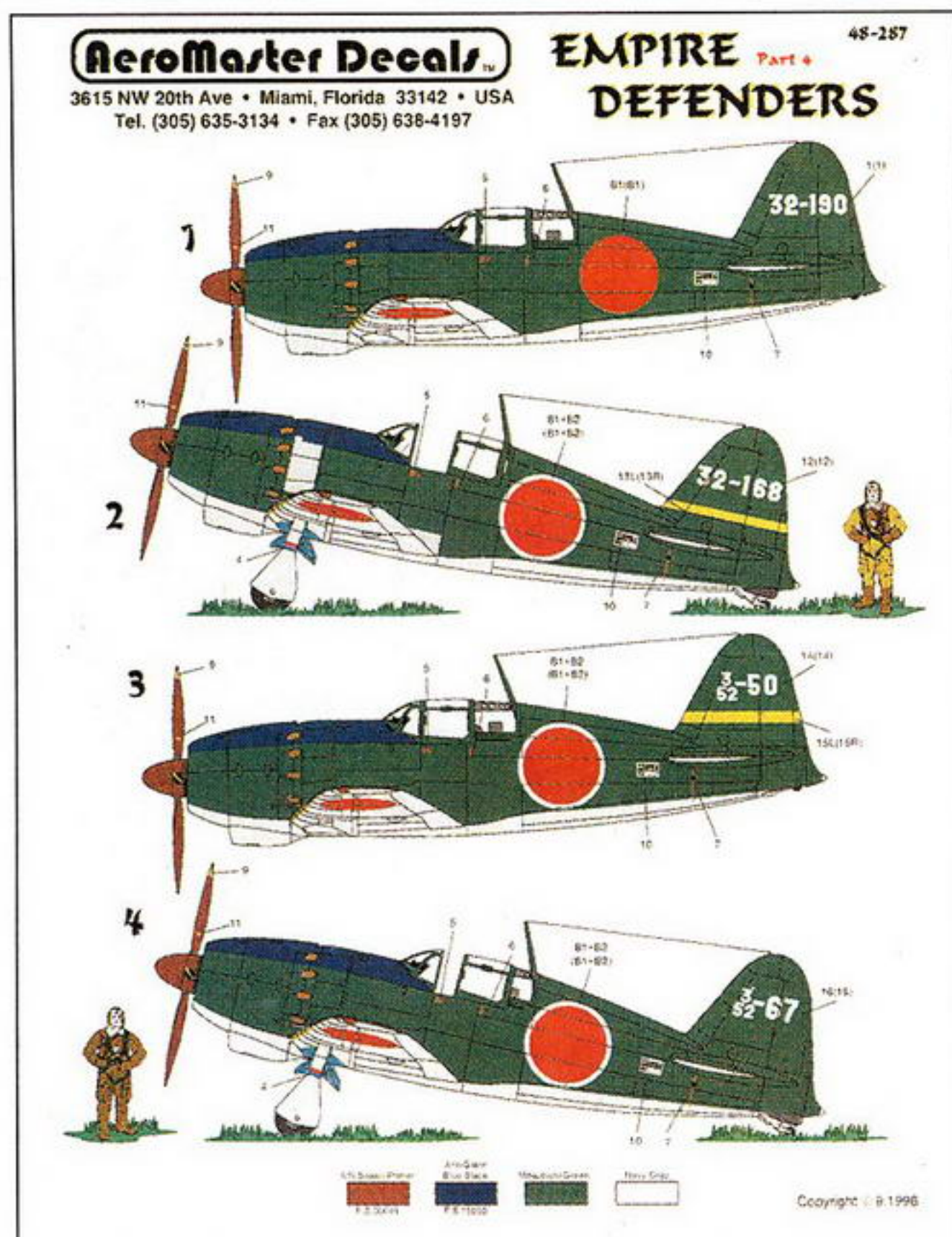
- late 1944 at Atsugi AB. This machine is in the same scheme as option 1.
- 3, 4 & 5. All J2M3's of 302 NAG, 1st Squadron early in 1945, once again at Atsugi AB. Again these machines are in the same scheme as option 1.
- Because of the simple nature of the markings on these machines this one and a half sheet set contains markings and stencilling for all five machines but only enough national insignia for three.
- The other sheet in this set is 48-287

- in 1945.
- 5. J2M3 belonging to the Yatabe Naval Air Group at Yatabe AB, Ibaragi in 1945.
- All of the options on this sheet are Mitsubishi Green over IJN Grey with a Blue/Black anti-dazzle panel. Once again markings and stencilling are supplied for all five options, but only three sets of national insignia.
- The final offering in this selection is 48-288 and this is entitled 'Mustangs Forever Pt.II'. It offers schemes for five

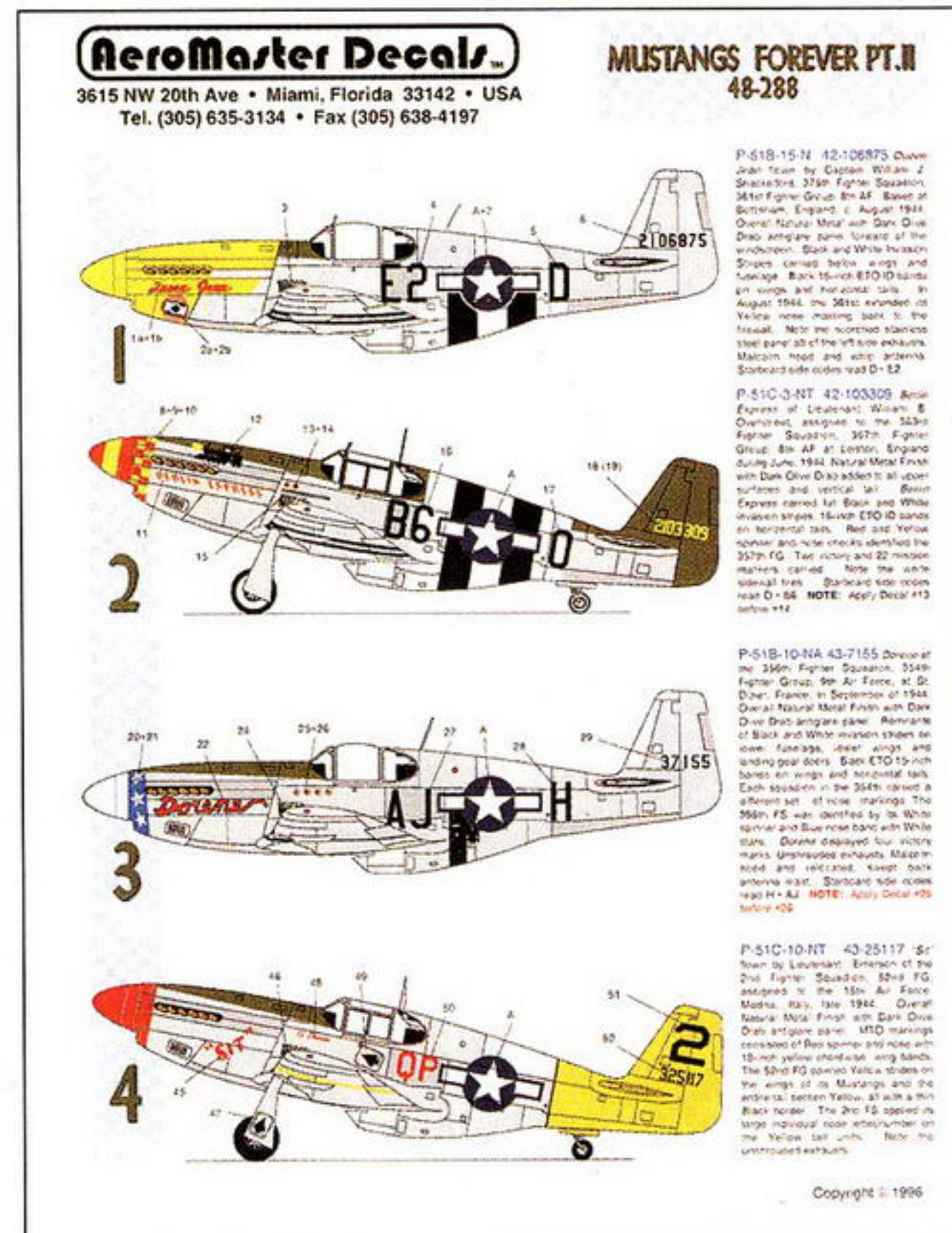
- Express' flown by Lt. William B.Overstreet, 363rd FS, 357th FG, 8th AF based at Leiston in 1944. This machine is natural metal overall with Olive Drab added to the upper surface of the wings and fuselage decking, tail. The nose and spinner are red and yellow and this machine carries full Invasion stripes around the wings and fuselage.
- 3. P-51B-10-NA, 43-7155 'Dorene' operated by the 356th FS, 354th FG, 9th AF based at St Dizier, France in 1944.



Lots of green Raidens are offered on 48-286



Another selection of Raidens are offered on 48-287



Some very colourful early P-51's are offered on 48-288 including a PT F-6C

Once again a natural metal machine with an Olive Drab anti dazzle panel. The spinner is white and the extreme tip of the engine cowls are blue with white stars.

- 4. P-51C-10-NT, 43-25117 'Sit' flown by Lt. Emerson of the 2nd FS, 52nd FG assigned to the 15th AF in Madna, Malta in 1944. This natural metal machine has the entire tail and rear fuselage in yellow with an Olive Drab anti dazzle panel and a red tip to the engine cowl and spinner.
- 5. F-6C-NT, 42-1032 'Azel/Boomerang'

flown by Lt. Stanley F. Newman of the 162nd PT Sqn, 10th PT Group, 9th AFG based at Fürth in 1945. This machine is natural metal with the Olive Drab panel. The tip of the vertical tail is covered in small white and blue checks and the extreme tip of the engine cowl is covered in red and white checks. The spinner is entirely red and the trim tab on the rudder is half yellow.

Once again no stencilling is included as it is available separately on 148-008.

There are all the unique markings for all five options offered but there are only enough stars'n'bars for two machines.

Once again this is another varied selection from AeroMaster. They are all produced and presented in the high standards we have all become accustomed to from this source and I do not feel that anyone would be disappointed on purchasing them. All of the 1/72nd scale sheets reviewed are currently priced at £4.95 each, while the

1/48th scale ones are priced as follows;

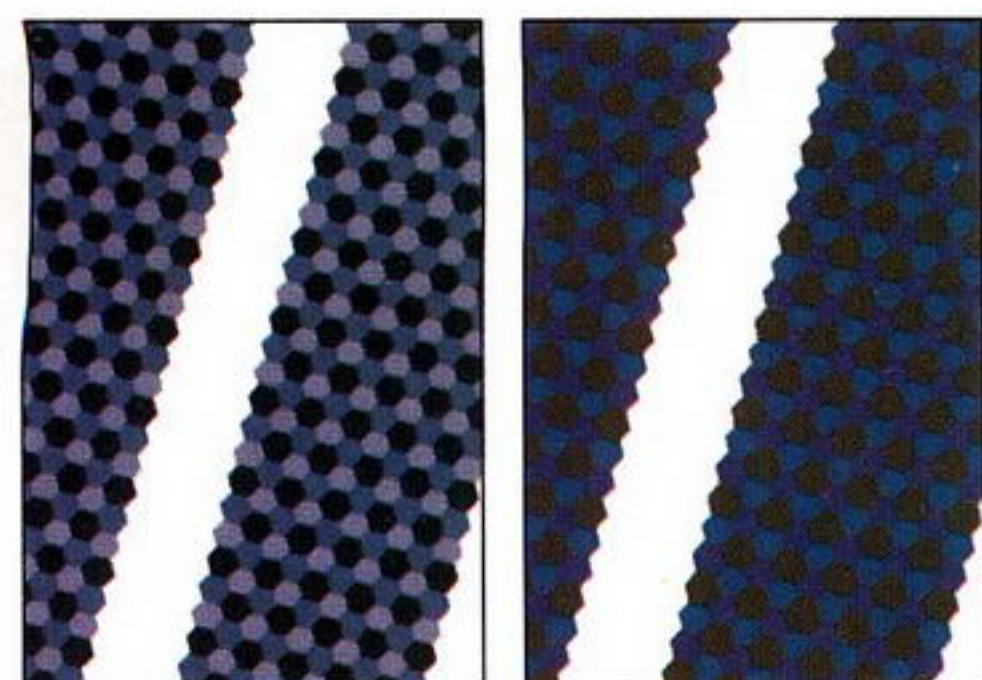
48-141	£7.75	48-278	£6.95
48-279	£7.75	48-280	£4.95
48-281	£4.95	48-282	£4.95
48-283	£4.95	48-285	£6.95
48-286	£5.95	48-287	£5.95
48-288	£4.95		

All of the AeroMaster range is imported into the UK by Hannants and the above prices are from this source.

My thanks to AeroMaster for the review samples.

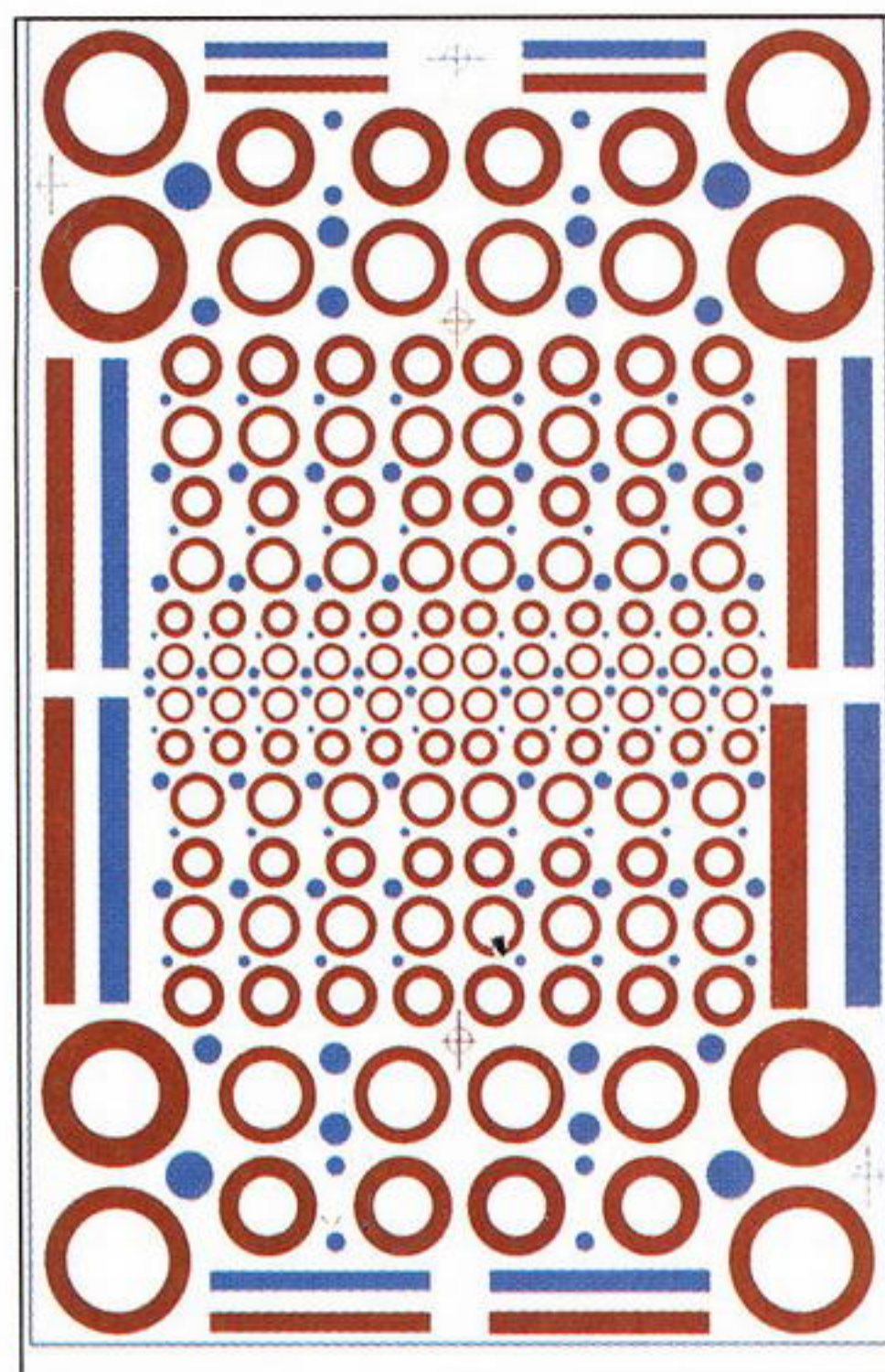
New WWI Selection from Pegasus

The range of lozenge fabric decals and more recently national insignia for WWI era machines produced by Pegasus are well established and respected. Recently there have been a few additions to this range and they have all made their way to us for review.



A neat twin sheet set of both the blue and brown scheme three colour lozenge fabric as applied to German Naval aircraft of WWI are offered in set number 008

The latest addition to the Lozenge collection is a double sheet in 1/72nd scale of the Imperial German Naval type. Offering two sheets, one for the 'Blue Scheme' and the other for the 'Brown Scheme', this package gives you four 13cm x 2cm lengths of each type. The German Navy only applied either type to the upper surface of their machines, the remainder of the aircraft being painted a Light Blue Grey. As with all the lozenge fabric decals



A mass of French national markings come in 1/72nd scale on sheet number 006.

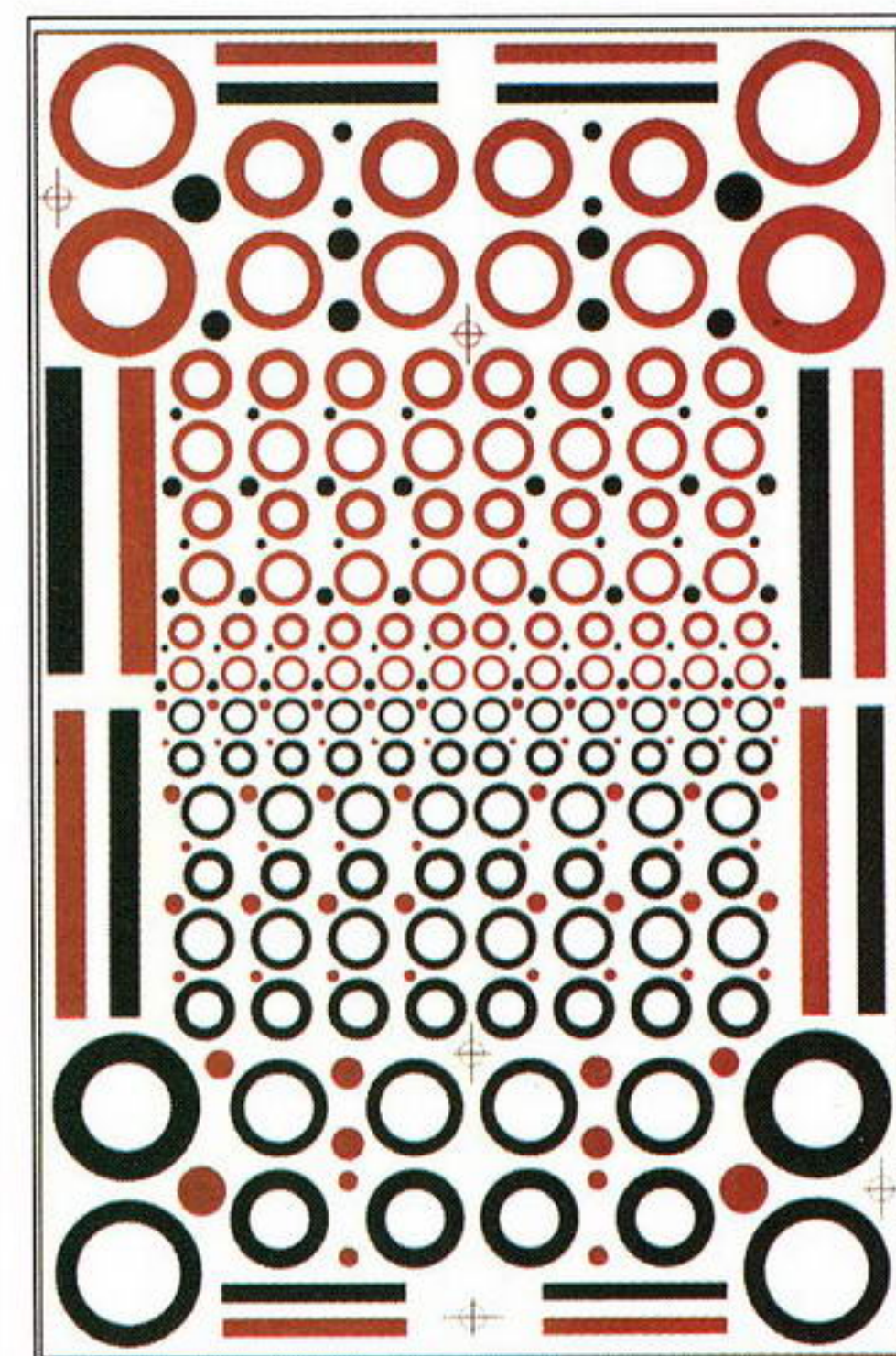
produced by Pegasus these are well researched and well produced and I am sure most WWI modellers will wish to have a stock of them in their collections.

The other three sheets on offer are also to 1/72nd scale and they are all sets of WWI vintage national insignias. The first is sheet 006 and this offers a wide selection of French national markings in a wealth of sizes. Each is well printed

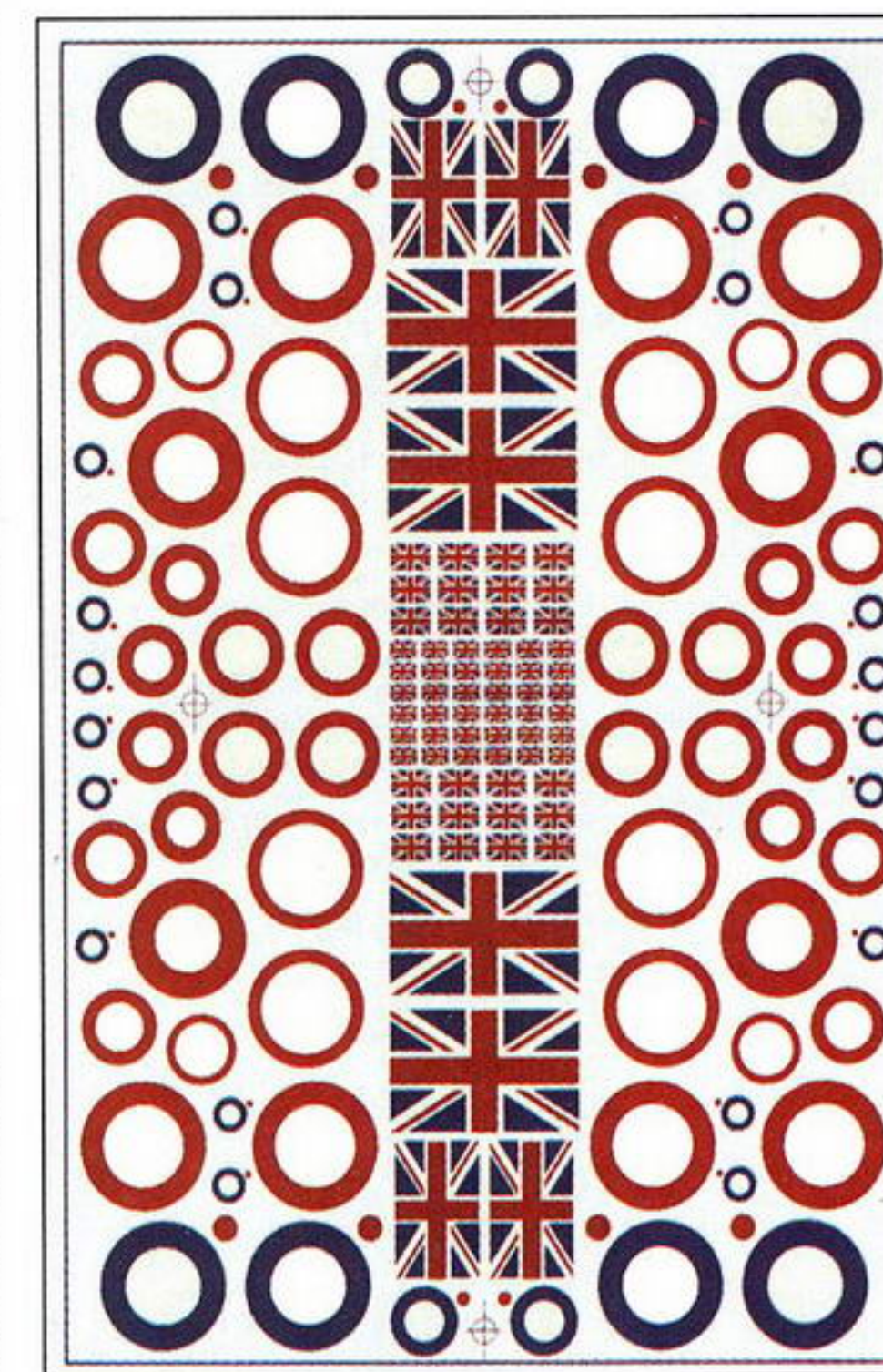
although an 'overall' carrier film is used so each will have to be carefully cut out before use.

To go with this is sheet 007 and this offers a selection of Italian national markings with the same wealth of sizes offered on the previous sheet.

The final sheet is 012 and this offers a mass of RFC and RNAS markings for early machines. Once again this 22cm x



Another mass of national markings, this time for Italian machines are offered on sheet number 007.



The early national markings carried by RFC and RNAS machines are offered on sheet number 012

15cm sheet has a wealth of images on it and being for earlier era machines it does include a mass of Union Jacks suitable for this period.

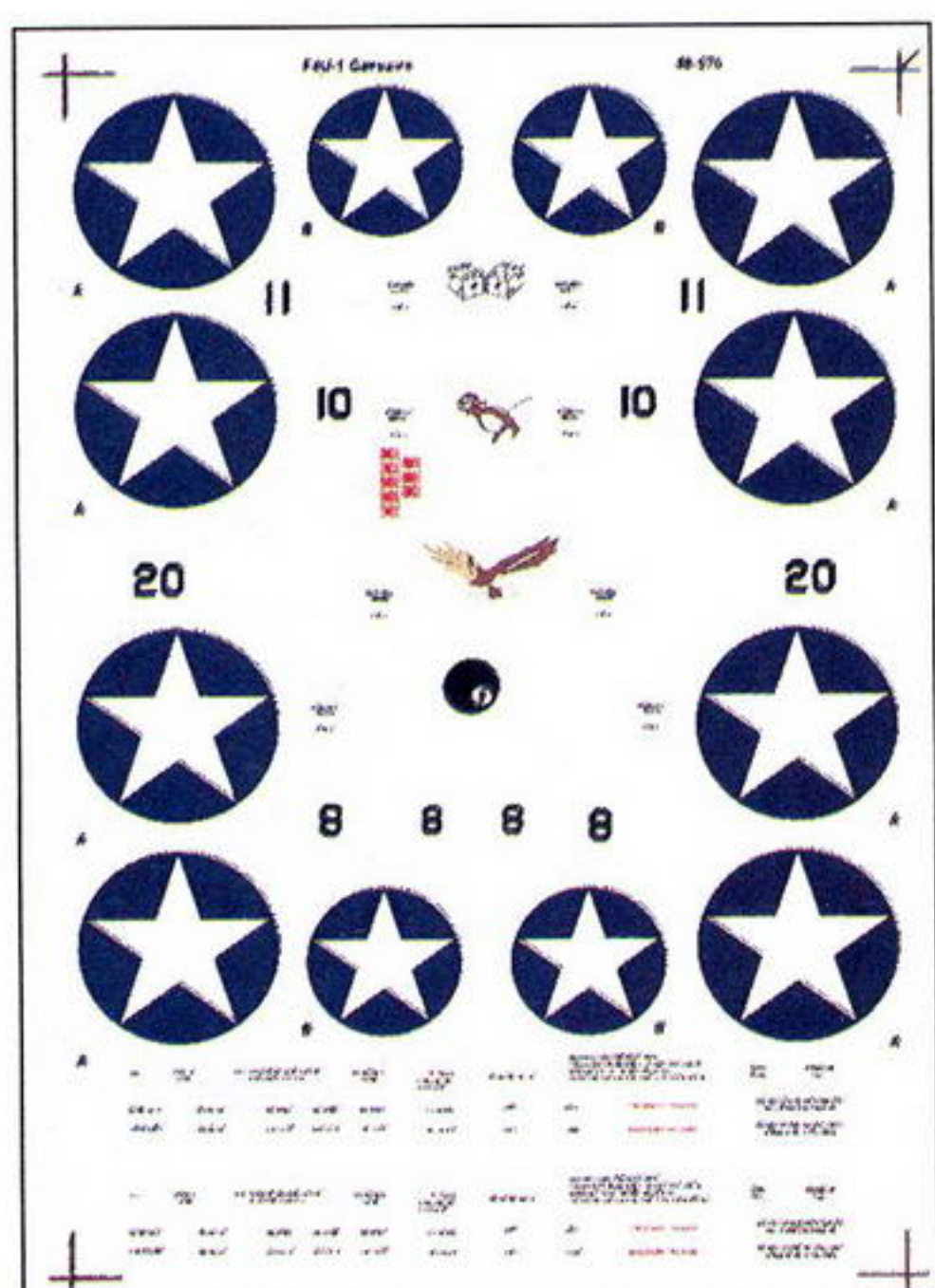
Overall each of these sheets can be heartily recommended to all WWI fans. At just £3.50 each for the national marking sheets and £4.99 for the two-sheet Naval lozenge set they represent excellent value for money.

My thanks to Pegasus for the review samples. See their advertisement elsewhere for ordering details.

Superscale Update

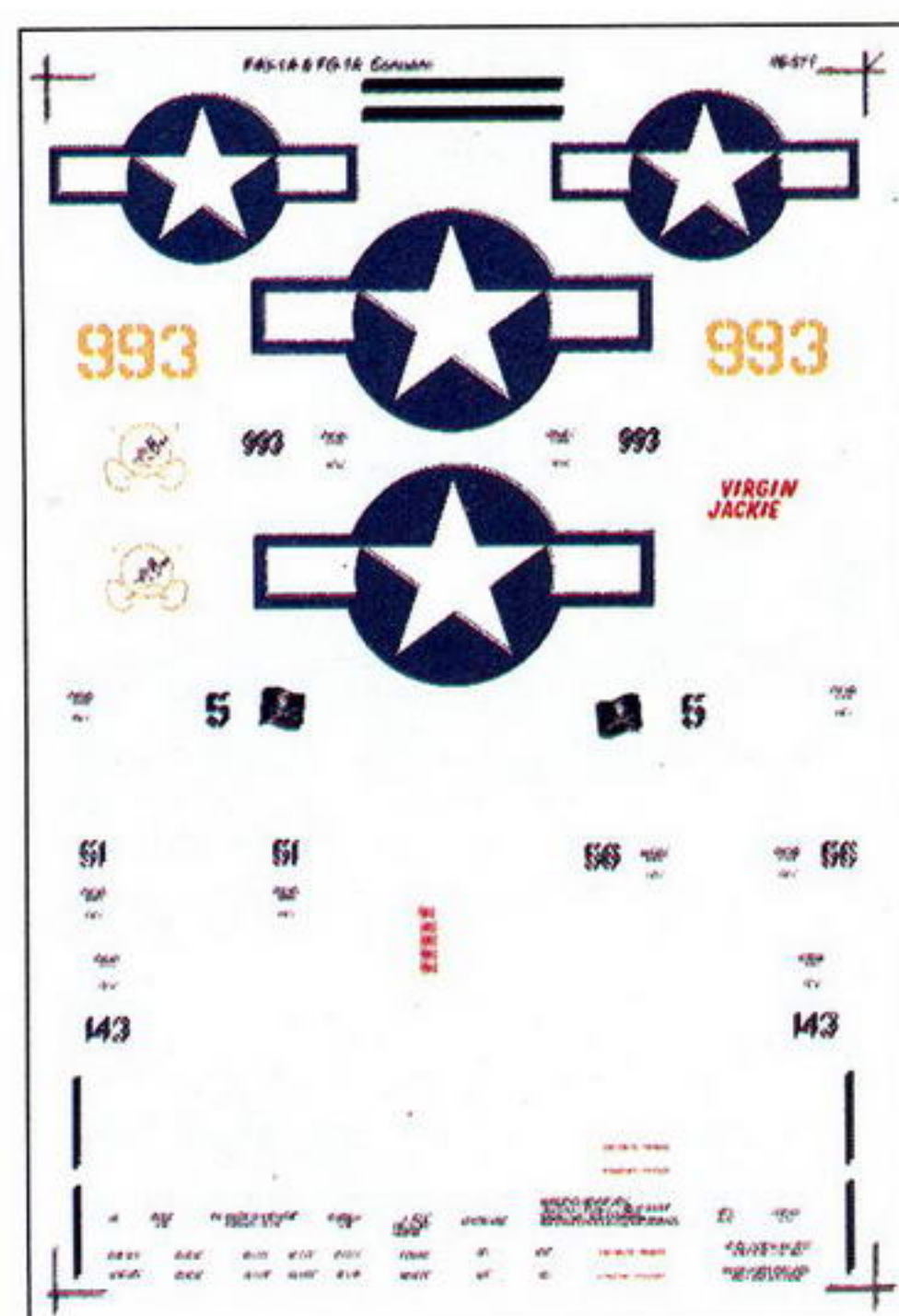
Busy as ever, Superscale have released a mass of new sheets over the last few months and all of them have made their way to us for review via their UK importers, Hannants. There are no fewer than eight 1/72nd and fourteen 1/48th scale sheets, however many are duplicated across the scales. Because of the sheer volume I will keep my descriptions as brief as possible.

Editor's note: To allow us to show the 1/48th scale sheets in colour, those which are scaled up from 1/72nd scale have the description of the contents in the review of the 1/72nd scale versions later on.



1/72nd scale sheet 72-738 is scaled-up in 1/48th to become 48-570

Starting in 1/48th scale the first sheet on offer is 48-570 and this is a scaled up version of 72-738 with the same four options on offer. Being of a bigger scale the sheet only offers national markings and stencils for two machines.

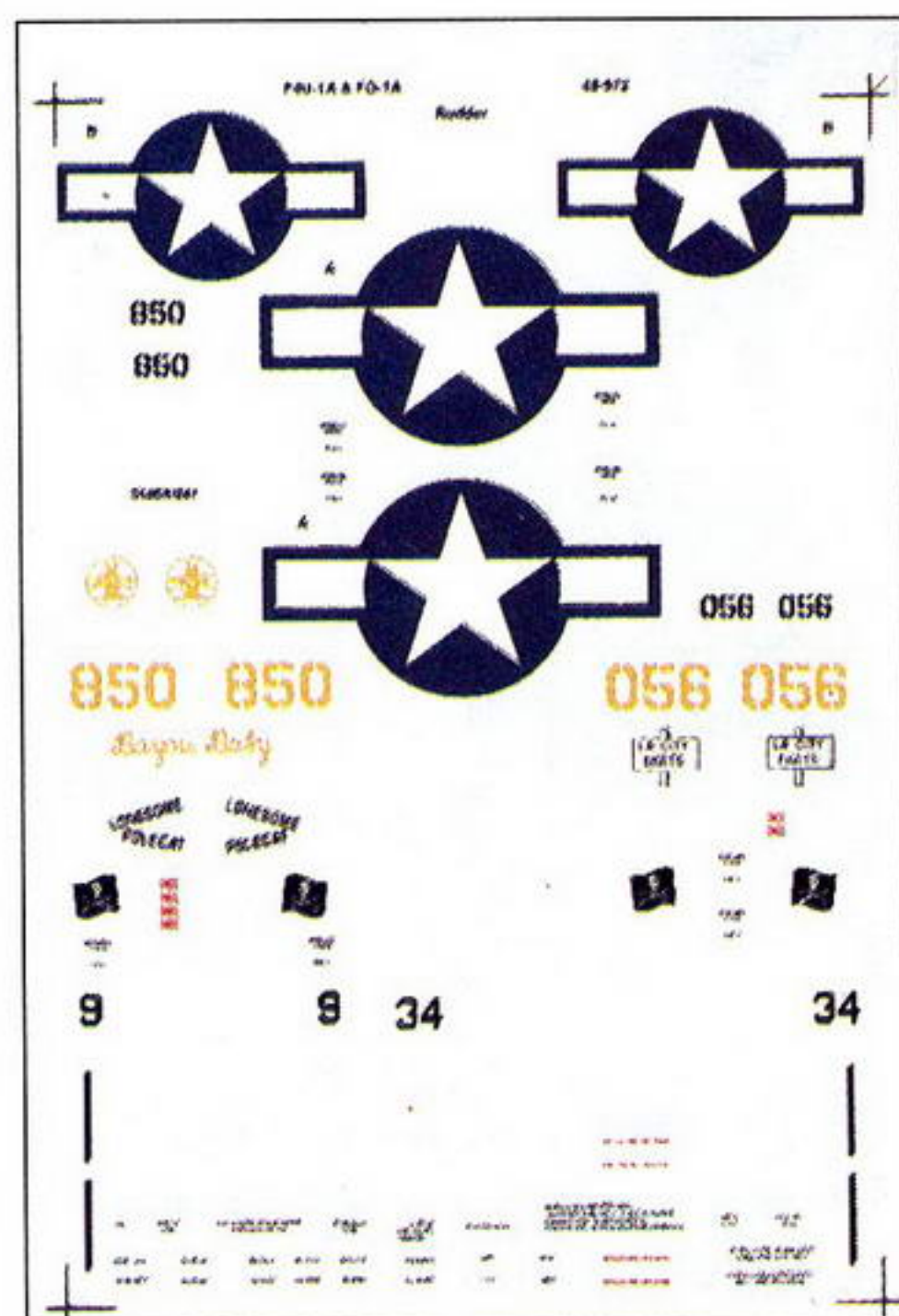


The options on 72-739 become 48-571 in quarter scale

Next comes 48-571 and this is a scaled-up version of 72-739 with the same four options on offer. Stencils and national markings are restricted to just one aircraft on this sheet though.

Sheet 48-572 will come as no

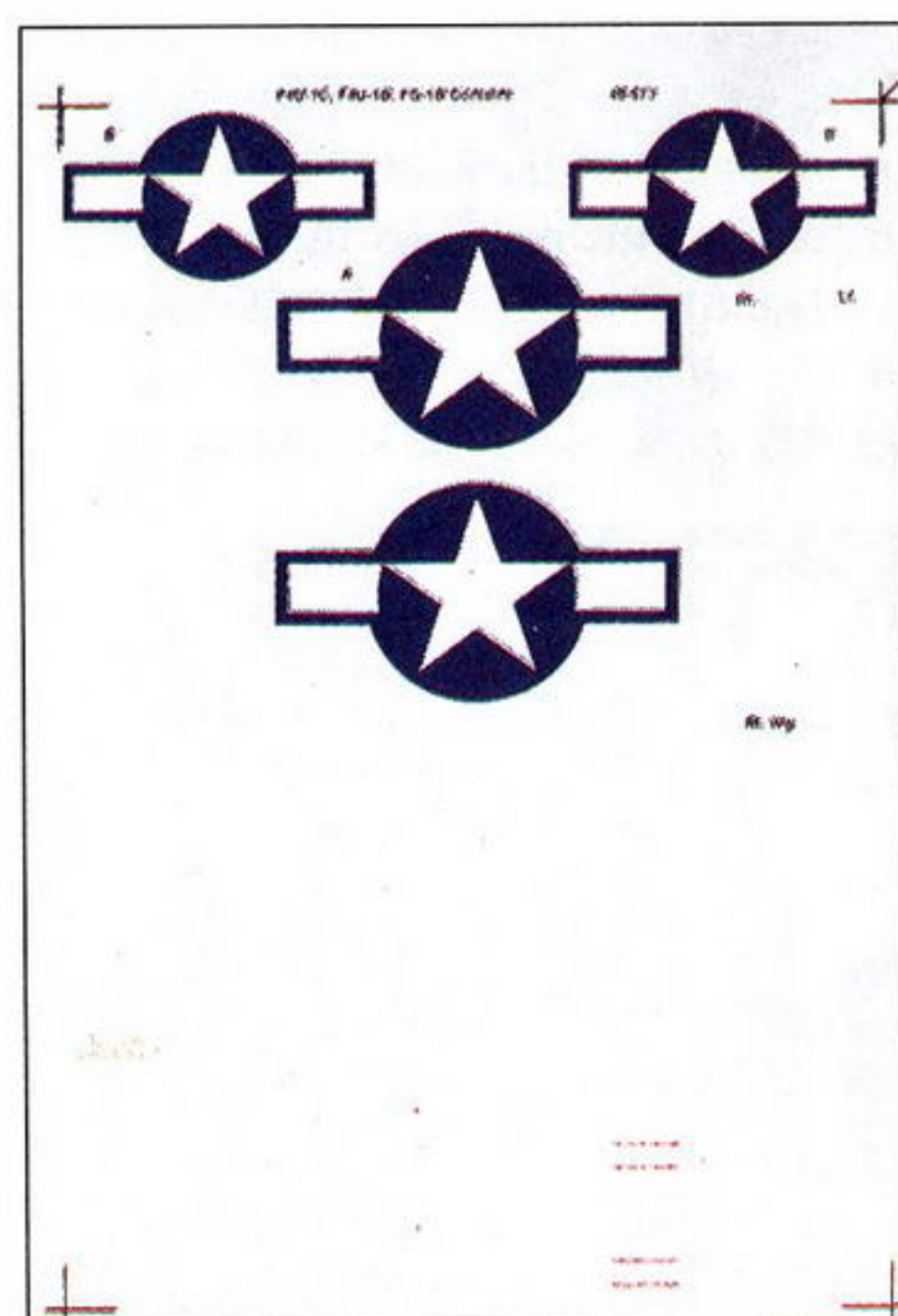
surprise in being a scaled-up version of 72-740 and it once again offers the same four schemes as on the smaller scale version. National insignia and stencils are restricted to one machine once again.



Another sheet scaled up from 1/72nd is 48-572, offering the same as was on 72-740

The final 1/48th scale Corsair sheet is 48-573 and this is a scaled-up version of 74-741 with the same three options on offer.

It will come as no surprise now to say that the next four sheets, all for the P-47N, are scaled up from the 1/72nd scale sheets mentioned earlier. 48-574 is the same as 72-742, 48-575 as 72-743, 48-576 as 72-744 and 48-577 as 72-745. The increase in the size of the decals does mean that national markings and stencilling is restricted to just one aircraft on these sheets.

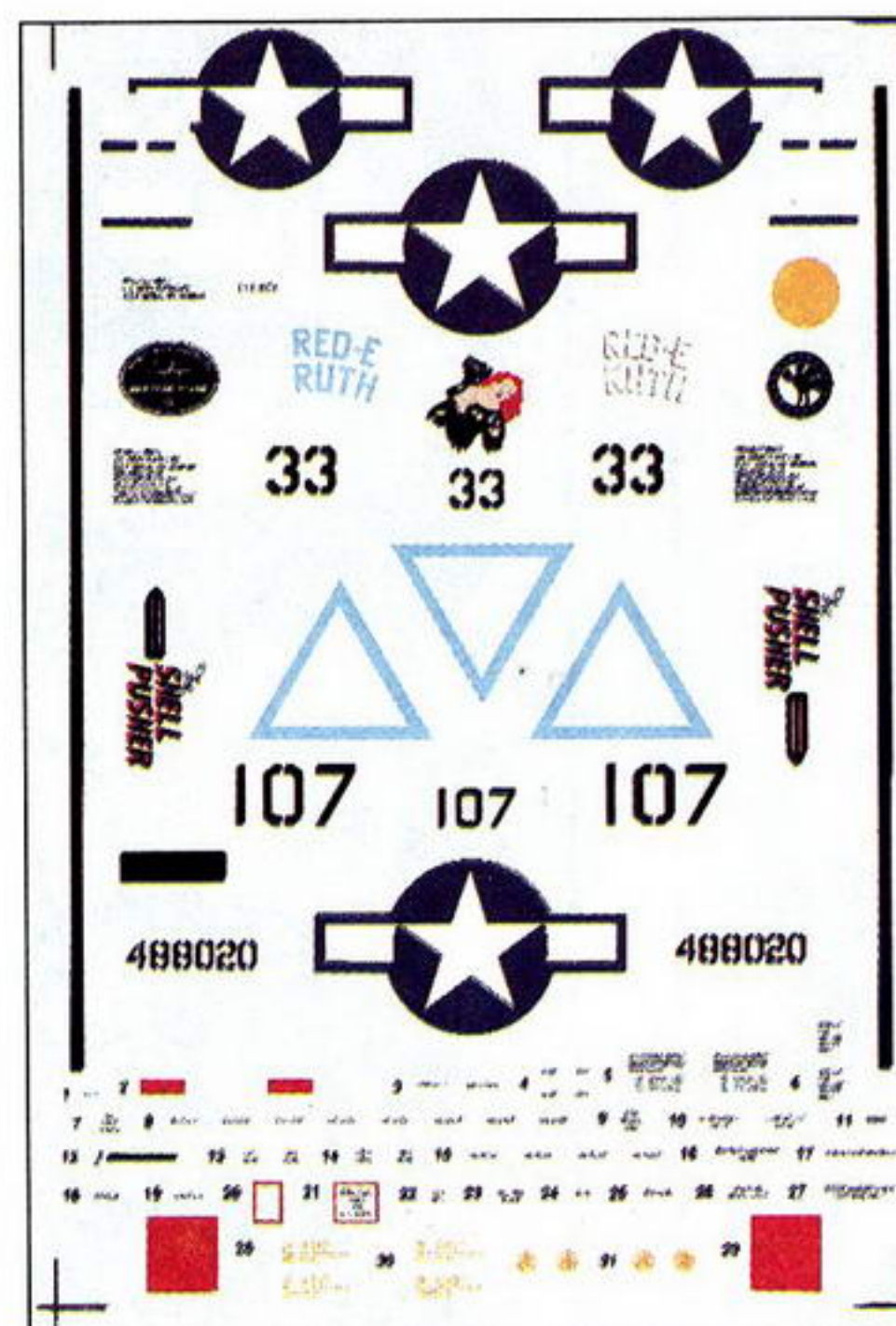


Also scaled up from a 1/72nd scale sheet (72-741) is 48-573

The next offering is 48-578 and this is a complete set of invasion stripes suitable for the P-38 Lightning.

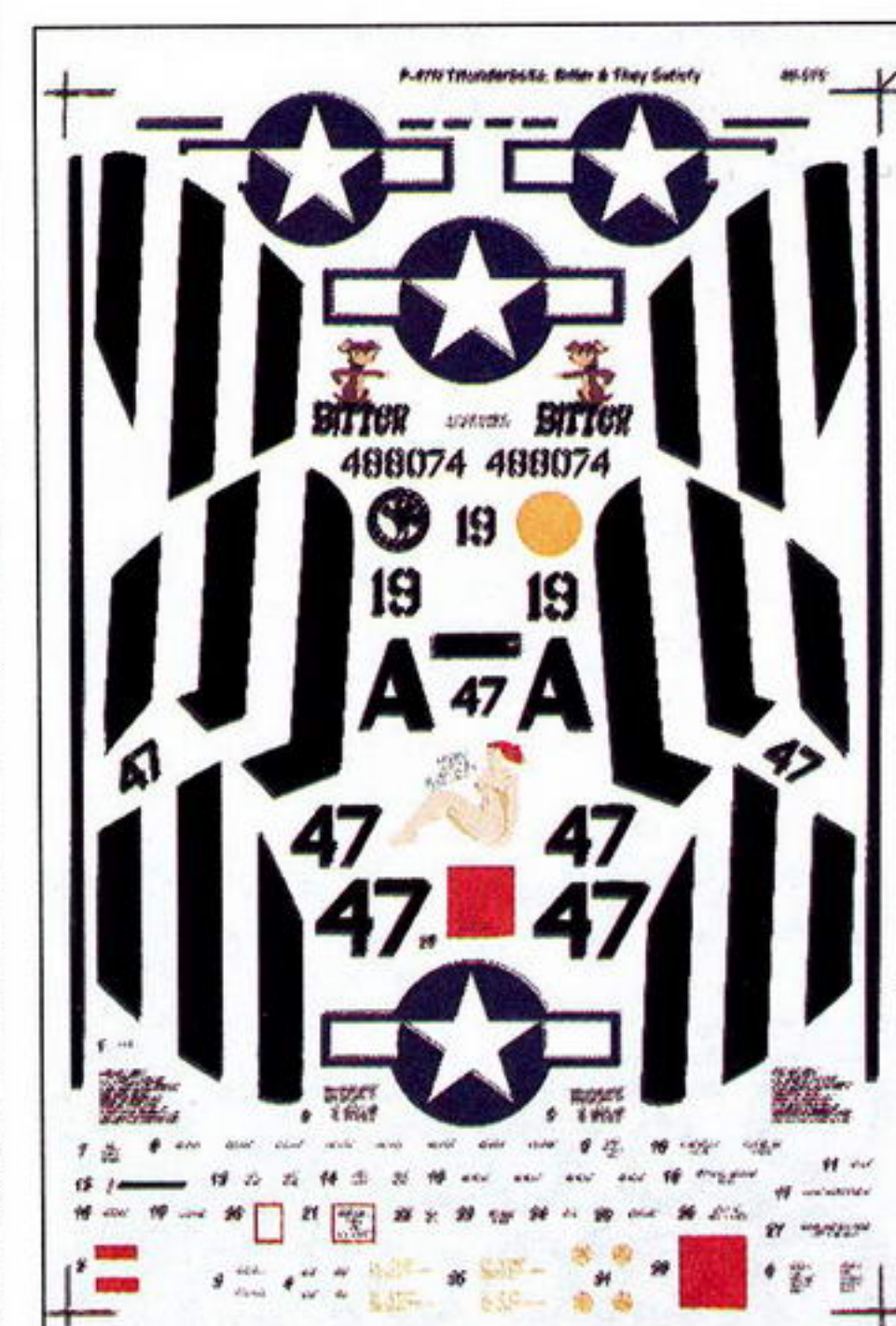
We stay with the P-38 for the next three sheets as they all deal with this type. First is 48-579 and this offers markings for two machines.

• 1. 'California Cutie' flown by Lt.



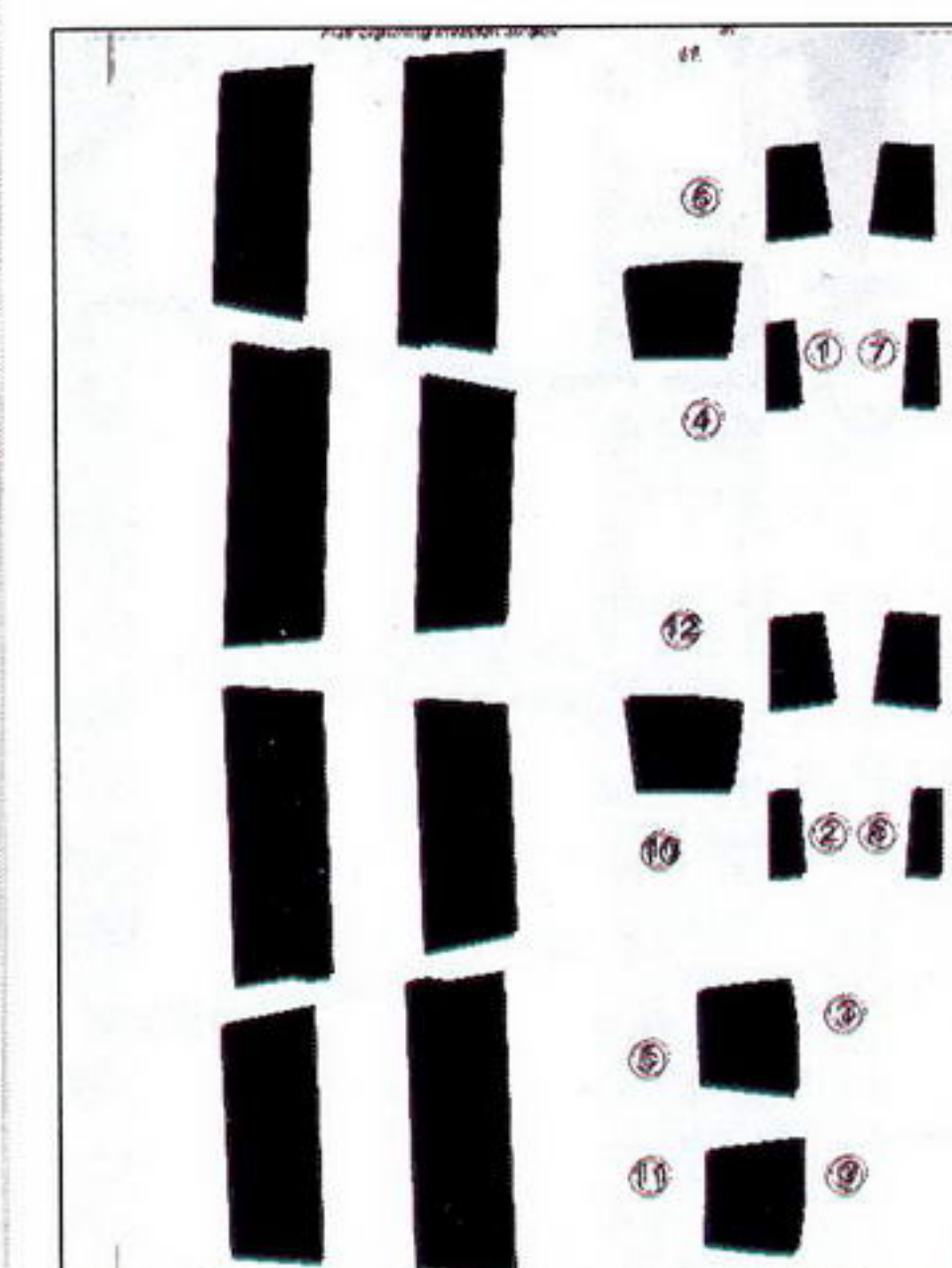
P-47N sheet 48-574 offers the same two options as are on 72-742

Richard O. Loehnert of the 55th FS, 20th FG based at Kingscliffe in June 1944. This machine is Olive Drab over Neutral Grey with yellow spinners and a white band around the nose.



Scaling up 72-743 results in this sheet, 48-575

• 2. 'Happy Jack's Go Buggy' flown by Capt. Jack Ilfry of the 79th FS, 20th FG based at Kingscliffe in May 1944. This machine is natural metal overall with an Olive Drab anti-dazzle panel, yellow spinners and a narrow white



If you require invasion stripes for your P-38 you may like to try 48-578

band around the nose.

National Insignia and stencils for one machine are included on this sheet.



Both options off 72-744 come in quarter scale as 48-576

Next is 48-580 and this once again offers markings for two P-38's.

- 1. 'Moonlight Cocktail' flown by Lt. Clark Livingston of the 392nd FS, 367th FG based at St Quentin, France in October 1944. This machine is natural metal overall with a red tip to the nose and an Olive Drab anti-dazzle panel.
- 2. 'Viking 2' flown by Lt. James C. Paschall of the 392nd FS, 367th FG also based at St Quentin in October 1944. This machine is in an identical scheme to option 1.



The final P-47N sheet is 48-577 and this is scaled up from a 1/72nd scale sheet (72-745)

The final sheet for the P-38 is 48-581 and this offers another two options for the type.

- 1. 'Lou-E-Z-Ann' flown by Lt. Robert Dillon of the 392nd FS, 367th FG based at St Quentin in September 1944. This machine is in the same overall scheme as both options in the previous sheet.
- 2. 'Curly Six' flown by Capt. Jack Reed of the 393rd FS, 367th FG based

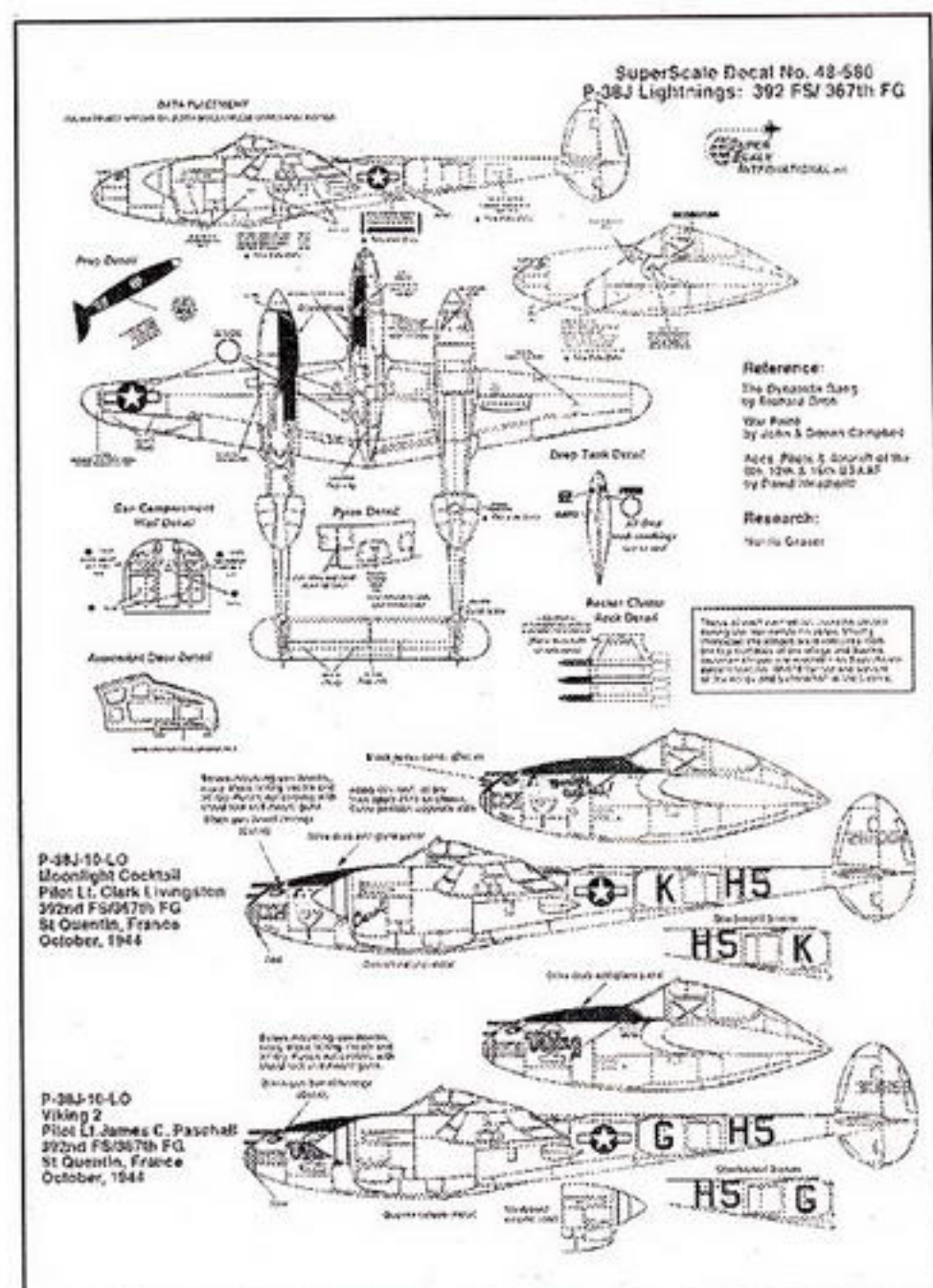
at Ibsley Aerodrome in 1944. Once again the overall scheme is the same as those on the previous sheet.

All of these sheets offer full stencilling and national insignias for just one option.

The last four sheets in this selection all deal with the Flying Fortress. First is 48-582 and it offers the following two options;

- 1. B-17G 'Shoo Shoo Baby' flown by Lt. Guenther and operated by the 401st BS, 91st BG based at Bassingbourne in March 1944. This aircraft is natural metal overall with Olive Drab anti-dazzle panels on the inside of each engine nacelle and on the upper nose.
- 2. B-17G '5 with Breakfast' operated by the 851st BS, 490th BG based in the UK in July 1944. This machine is in the same scheme as option 1 although it also carries 36" red stripes mid chord on the tail surfaces and 48" ones on the wings.

Harry Paynter of the 834th BS, 486th BG based at Boxted in 1944. This machine is natural metal overall with Olive Drab anti-dazzle panels.



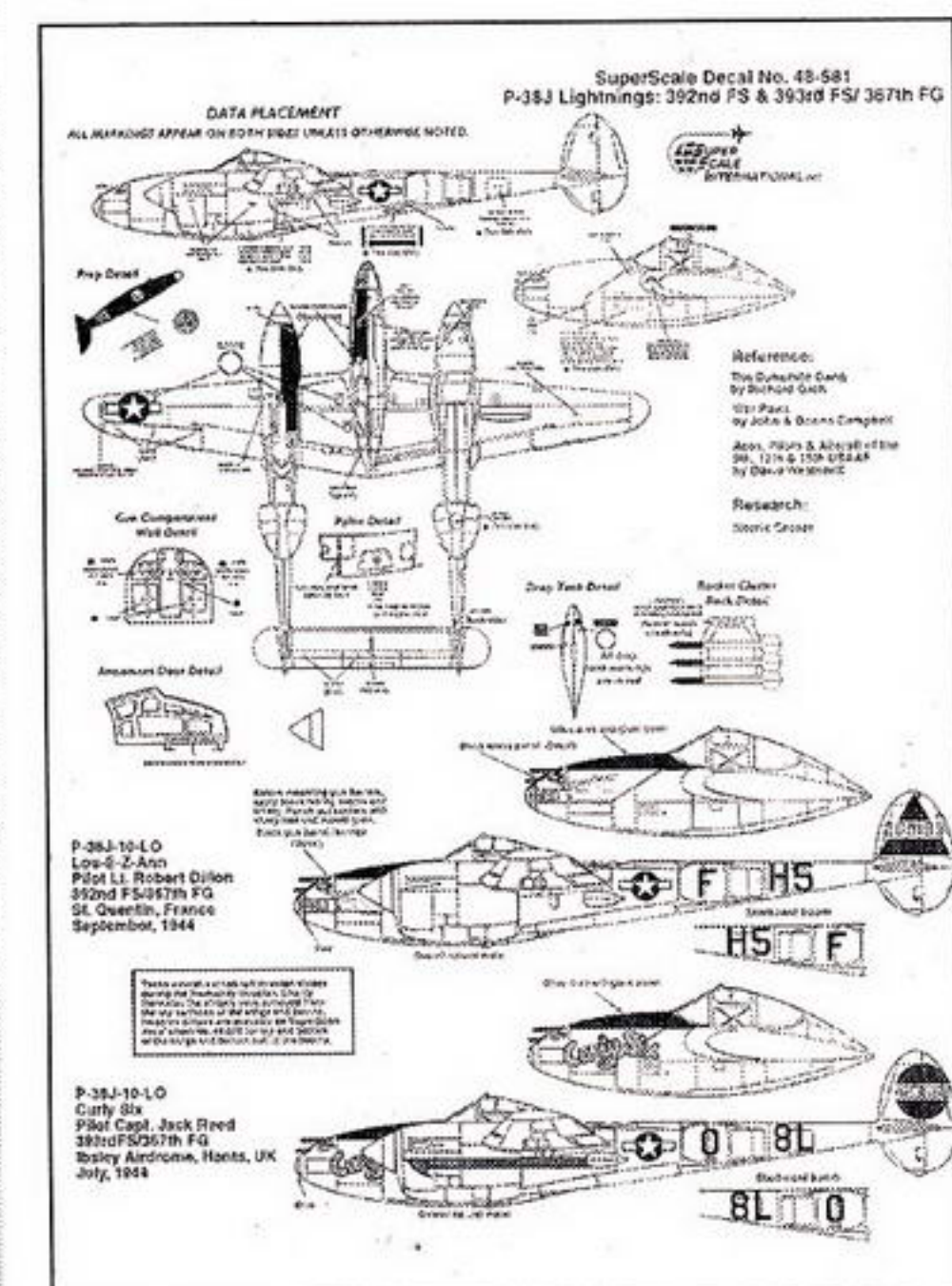
Two more P-38 schemes are offered on 48-580

- 2. 'Bobby Sox' of the 850th BS, 490th BG in August 1944. This machine is identical in colour scheme to option 2 on the previous sheet.

Due to the sheer size of the markings for these machines in this scale only one set of national insignia and a small number of stencils are included on each sheet.

Moving on to 1/72nd scale the first sheet is 72-738 and this is for USMC F4U-1 Corsair. There are four options on this sheet, all of which are F4U-1's operated by VMF-213 at Guadalcanal in 1943.

- 1. 'defab' flown by 1st Lt. George Defabio.



A further selection of two P-38's are offered on 48-581

- 2. 'Gus's Gopher' flown by 1st Lt. Wilbur Thomas.
- 3. 'Eagle' flown by 1st Lt. Foy Garrison.
- 4. 'Eight Ball' flown by an unknown pilot.

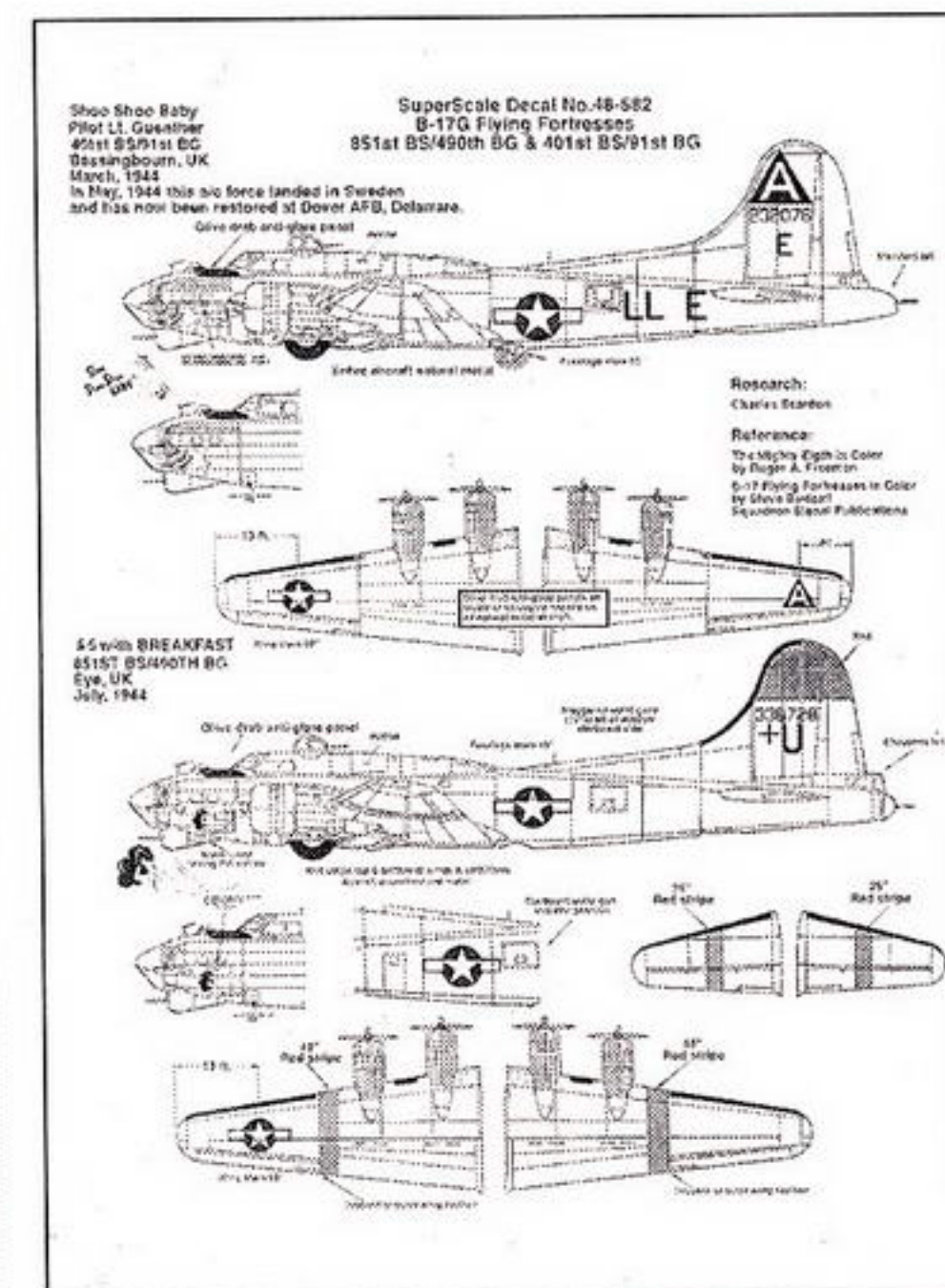
All these machines are Blue-Grey over Light Grey. The decal sheet offers national markings for all the options and stencilling for two machines.

Next is sheet 72-739 and this deals with the F4U-1A's and FG-1A

Corsairs. There are four options on the sheet.

- 1. F4U-1A 'Get em Blue Dog' operated by VMF-113 on the Marshall Islands in 1944.
- 2. FG-1A 'Virgin Jackie' operated by VMF-222 at Samar in the Philippines in 1945.
- 3. FG-1A 'Blue Baron' of VMF-122 on the Peleiu Islands in 1944.
- 4. F4U-1A flown by Lt. J.G. Killefermof VF-17 at Bougainville in 1944.

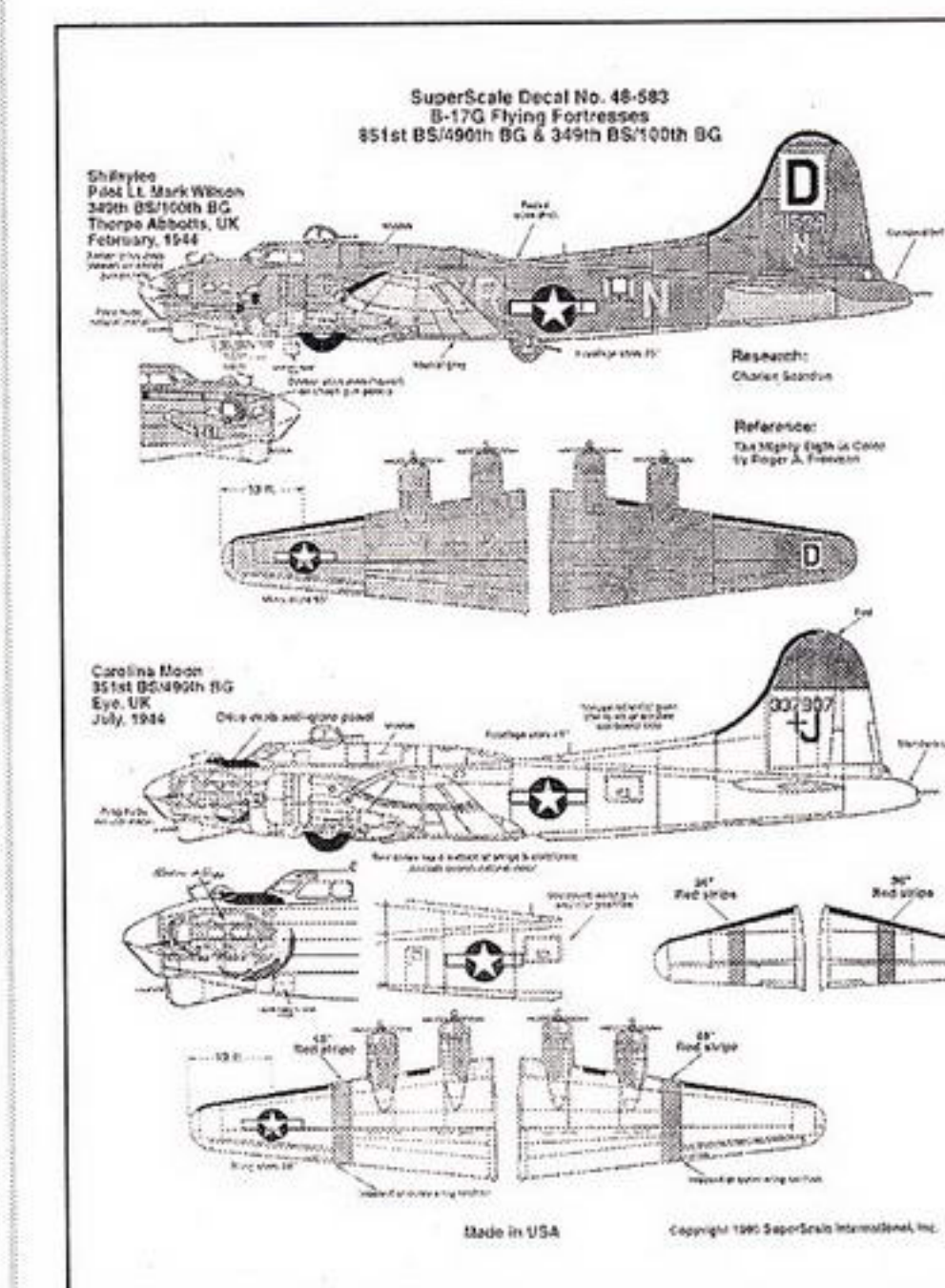
Each machine is Non-specular Sea Blue and Intermediate Sea Blue over White. Once again national insignia for all the options and stencils for two machines are included.



The well known 'Shoo Shoo Baby' is one of the options for the B-17G offered on 48-582

We stay with the Corsair with this next sheet as 72-740 deals with the F4U-1A and FG-1A again. There are four options on the sheet.

- 1. F4U-1A 'Lonesome Polecat' flown by Lt. Merle Davenport of VF-17 at Ondonga in 1943.
- 2. FG-1A 'Mary' of VMF-122 at Peleilu in 1944.

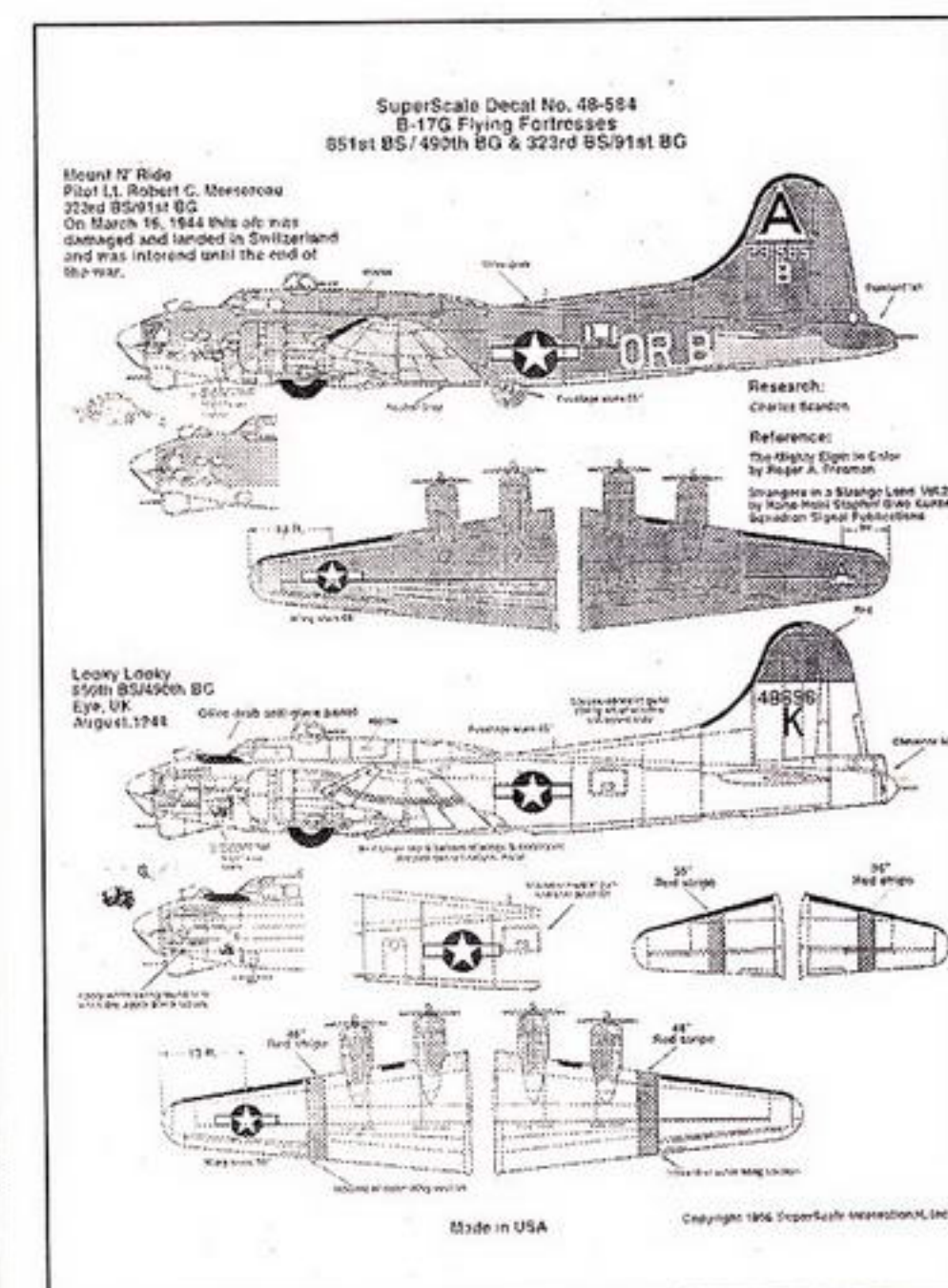


A 'Bloody 100th' machine is included on 48-583

- 3. F4U-1A 'LA City Limits' flown by Lt. jg. Doris Freeman of VF-17 at Ondonga in 1943.
- 4. F4U-1A 'Bayou Baby' of VMF-217 at Guam in 1943.

Once again these machines are in

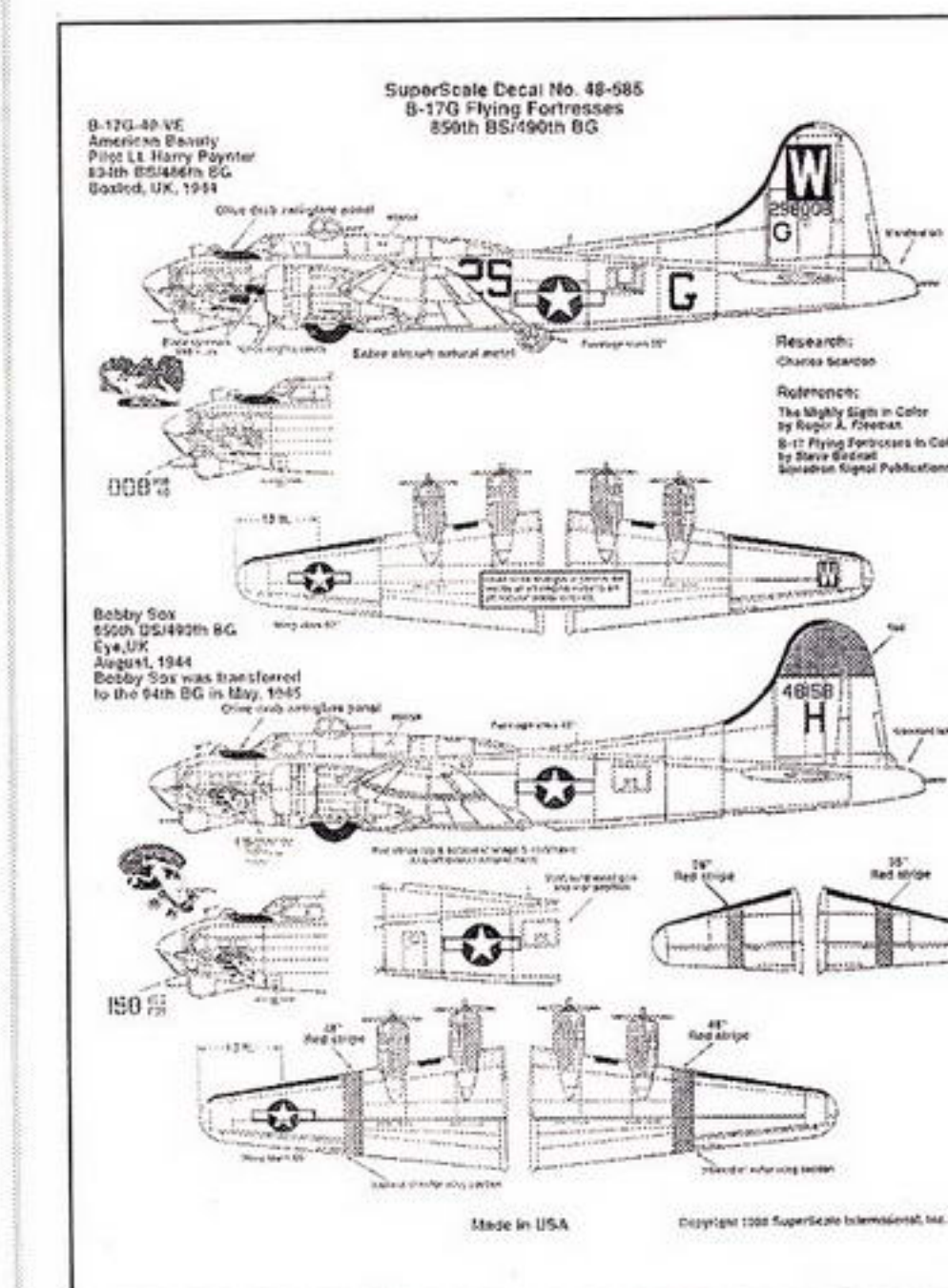
the same overall scheme as offered on 72-739 and the decal sheet has the national insignia for all the options and stencils for two machines.



One Olive Drab and one natural metal B-17G are on 48-584

Another selection are offered on 72-741. All of the three options on this sheet are glossy Sea Blue overall.

- 1. FG-1C flown by Lt. Joe Robbind of VF-85 on USS Shangri-La in 1945. This aircraft has a white lightning bolt on the vertical tail and across the lower tip of the starboard wing.
- 2. FG-1D of VF-83 on USS Essex in 1945. This machine has two white diamonds on the tail and a similar pattern on the upper starboard wing.



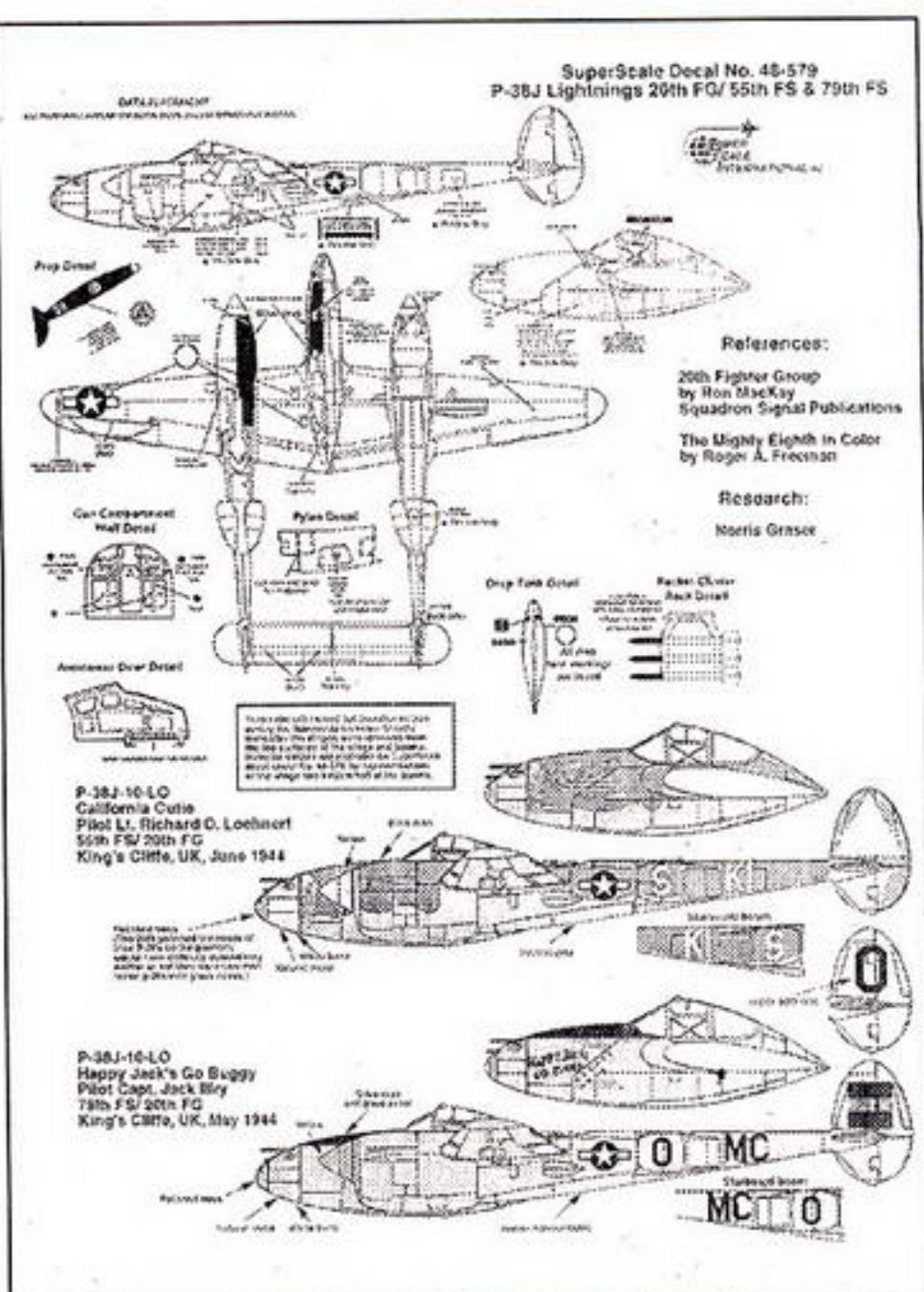
Two very colourful nose arts are included on the options included on 48-585

- 3. F4U-1D flown by Maj. Herman Hansen of VMF-122 on USS Bennington in 1945. This machine has an upward pointing arrow head (white) on the top of either side of the vertical tail and on the trailing edge of both wings, on both surfaces.

Once again national insignia for all the options and two sets of stencilling are included on this sheet.

Next are four sheets for the P-47N Thunderbolt. First is 72-742 and this offers the following two schemes;

- 1. 'Red-E-Ruth' flown by Lt. Leon Cox of the 19th FS, 318th FG in 1945. This machine is natural metal overall with an Olive Drab upper fuselage



Both options on 48-579 were at one time carried by the ill fated flying P-38 once operated by TFC in the UK

The second B-17 sheet is 48-583 and this also offers two options.

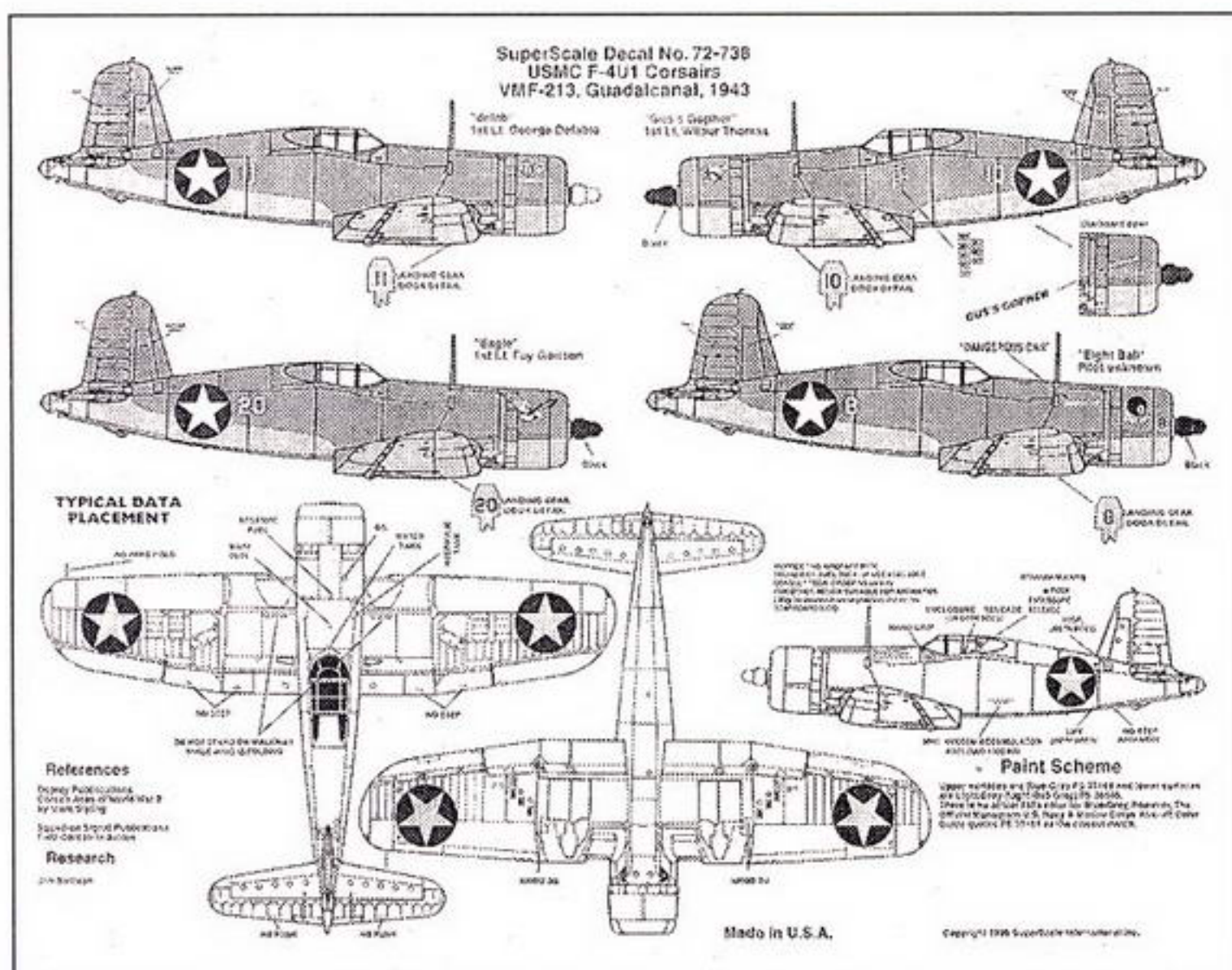
- 1. B-17G 'Shilaylee' flown by Lt. Mark Wilson of the 349th BS, 100th BG based at Thorpe Abbots in February 1944. This machine is Olive Drab over Neutral Grey.
- 2. B-17G 'Carolina Moon' of the 851st BS, 490th BG based in the UK during July 1944. This machine is natural metal overall with the same red stripes as the second option on the previous sheet. It also has the top of the vertical fin done in red.

Next comes 48-584 and this has another two B-17G's on it.

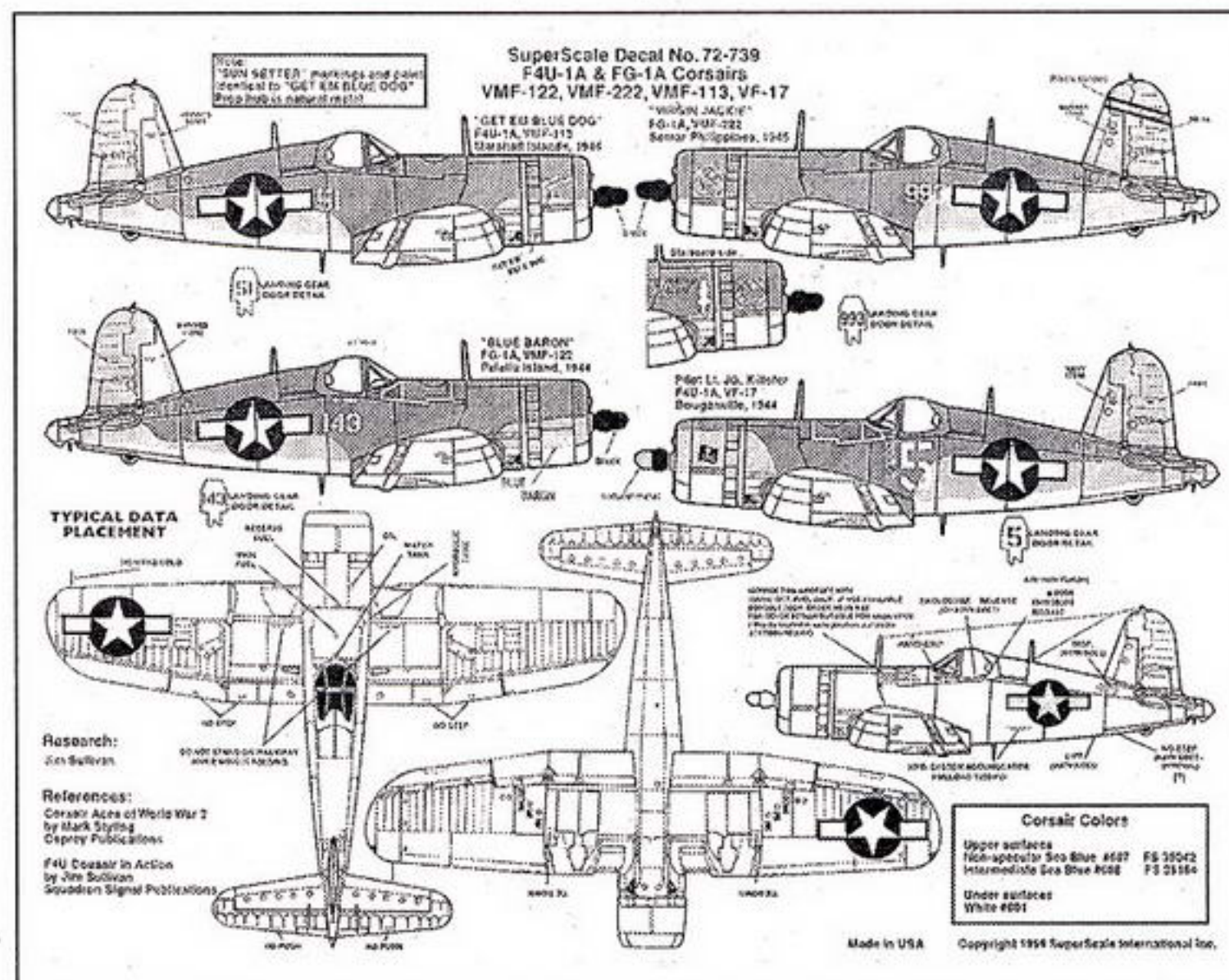
- 1. 'Mount N'Ride' flown by Lt. Robert C. Mersereau of the 323rd BS, 91st BG. This aircraft is Olive Drab over Neutral Grey.
- 2. 'Looky Looky' of the 850th BS, 490th BG in August 1944. This machine is identical in colour scheme to option 2 on the previous sheet.

The final sheet on the B-17G and the last in this selection is 48-585. The two options on it are;

- 1. American Beauty' flown by Lt.



Blue and grey USMC Corsairs are the order of the day on 72-738



More Corsairs, this time the F4U-1A and FG-1A, are offered on 72-739

overall scheme as option 2 on the previous sheet.

As before full markings and stencils for both machines are included on this sheet.

The final P-47N sheet, and the last in 1/72nd scale, is 72-745. This offers markings for the following two machines;

- 1. 'Virginia Bell' of the 33rd FS, 318th FG in 1945. This machine is natural metal overall with the Olive Drab upper decking. The extreme tip of the propeller and engine cowl are yellow and the entire tail area is also yellow but with diagonal black stripes.
- 2. 'Glori Gal' of the 73rd FS, 318th

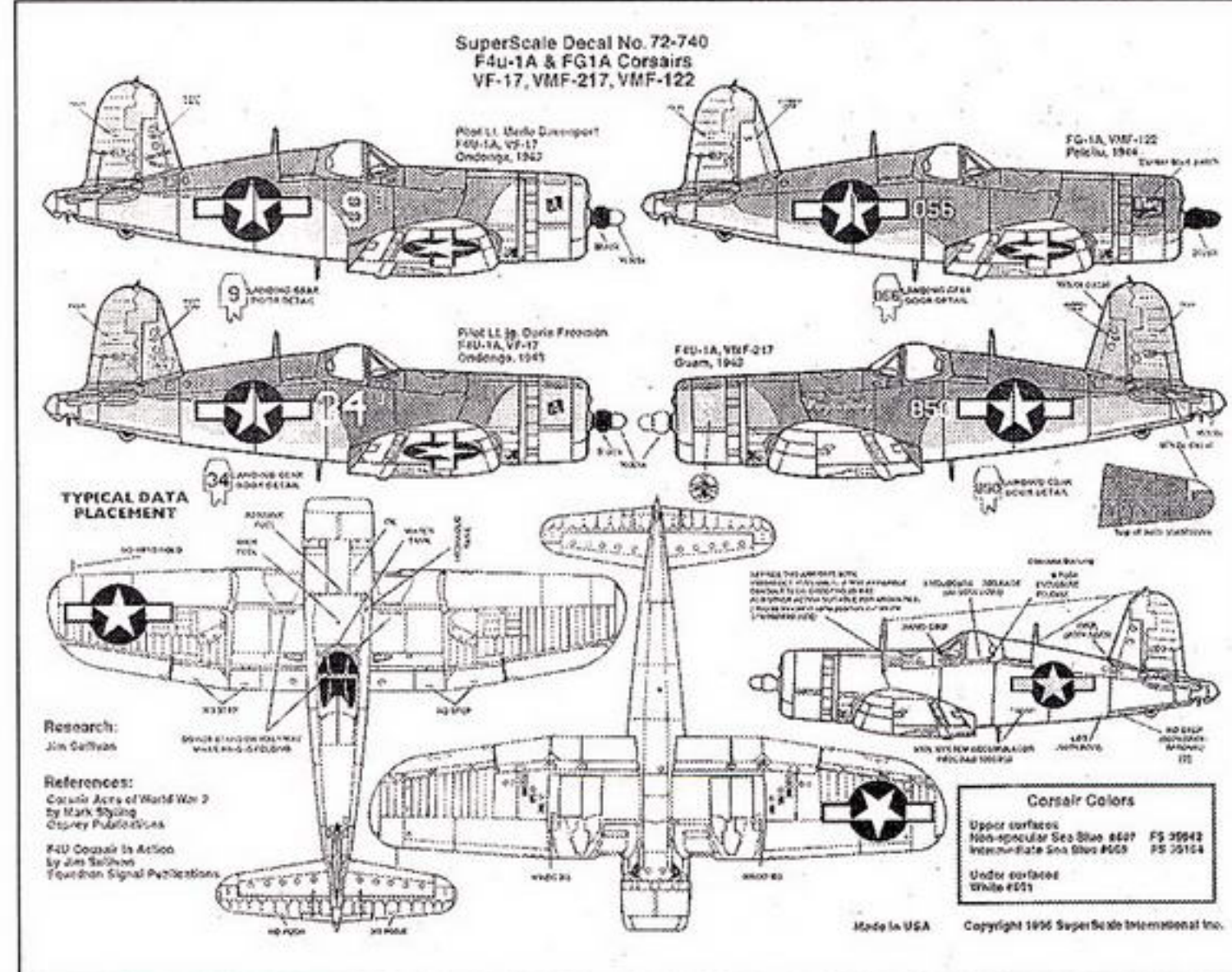
decking and a blue spinner, engine cowl front and fin tip.

• 2. 'Shell Pusher' flown by Lt. Robert Forrest of the 463rdFS, 507th FG in 1945. This machine is natural metal overall with the Olive Drab upper decking and the entire tail area is Insignia Yellow with a blue triangle on the vertical fin and the starboard upper stabiliser.

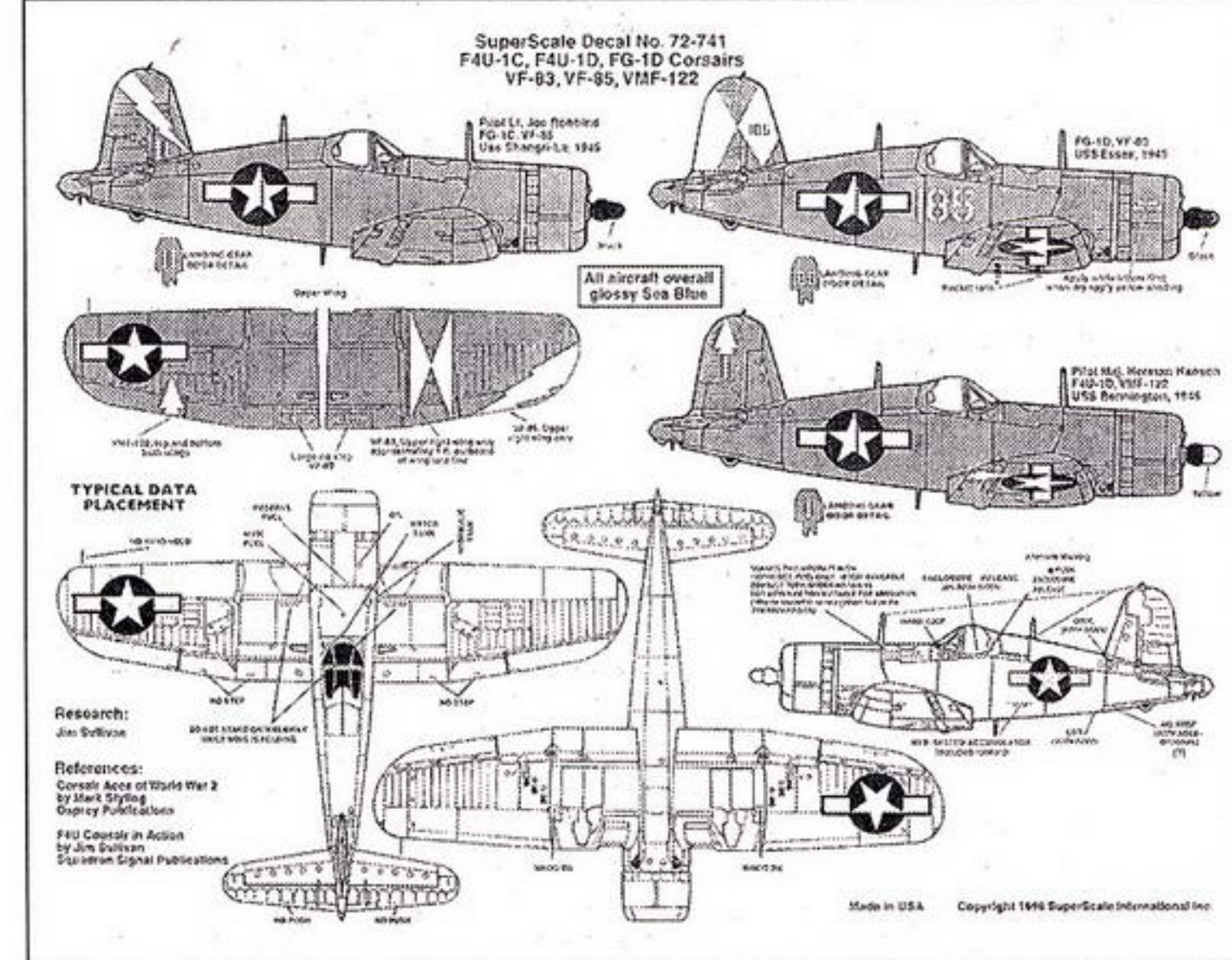
Full markings including stencilling and propeller logos are included for both options.

The second Thunderbolt sheet is 72-743 and this also offers markings for two machines.

- 1. 'They Satisfy' flown by Lt. Jas Weir of the 19th FS, 318th FG in 1945. This machine is natural metal overall with and Olive Drab upper fuselage decking and a blue propeller hub,



Some well known Corsairs come on 72-740



Three all-over Glossy Sea Blue Corsairs are offered on 72-741

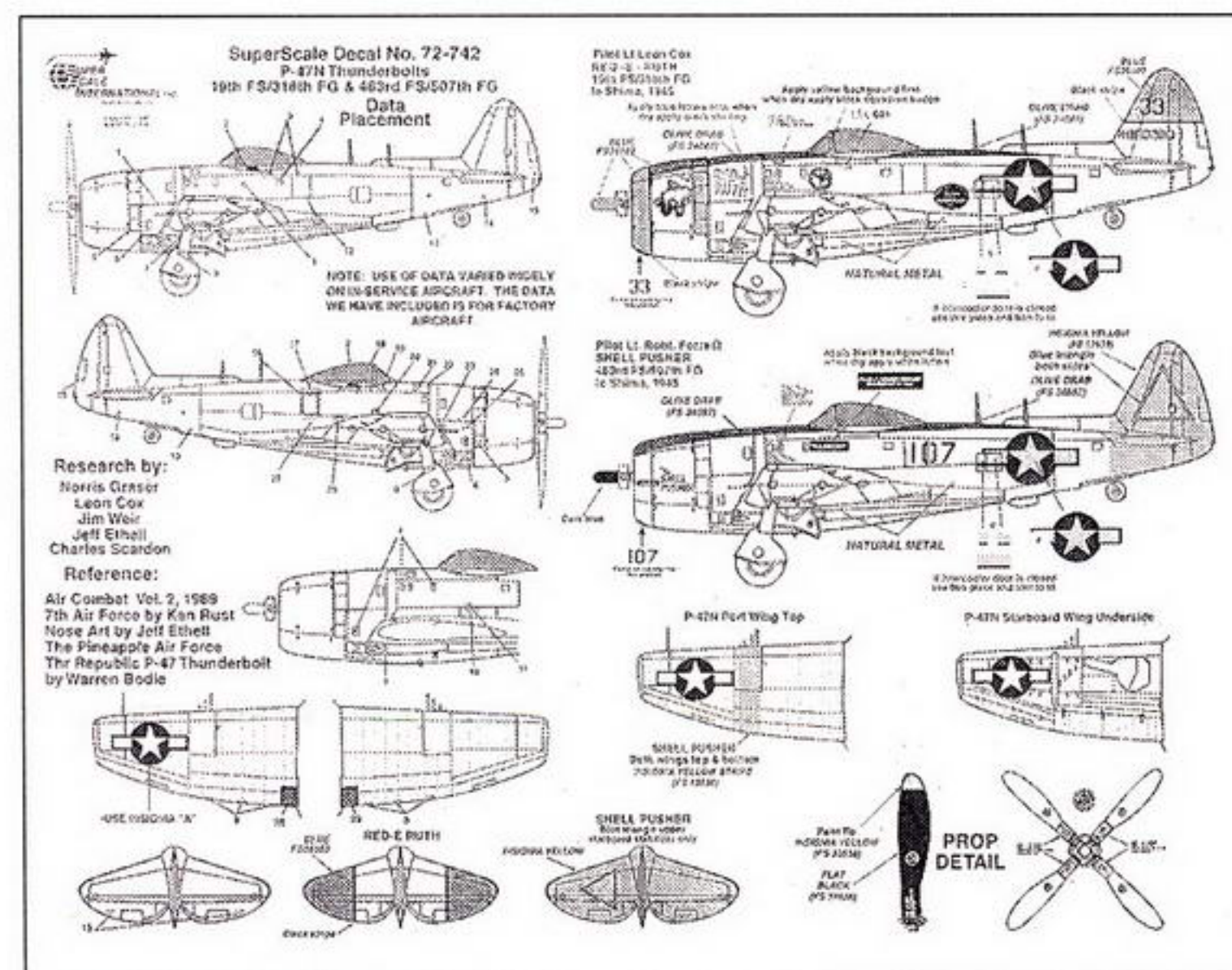
318th FG in 1945. This machine is in the same scheme as option 1 on the previous sheet.

- 2. 'Lovely Leo' flown by Lt. Joe Malone of the 19th FS, 318th FG in 1945. This machine is in the same

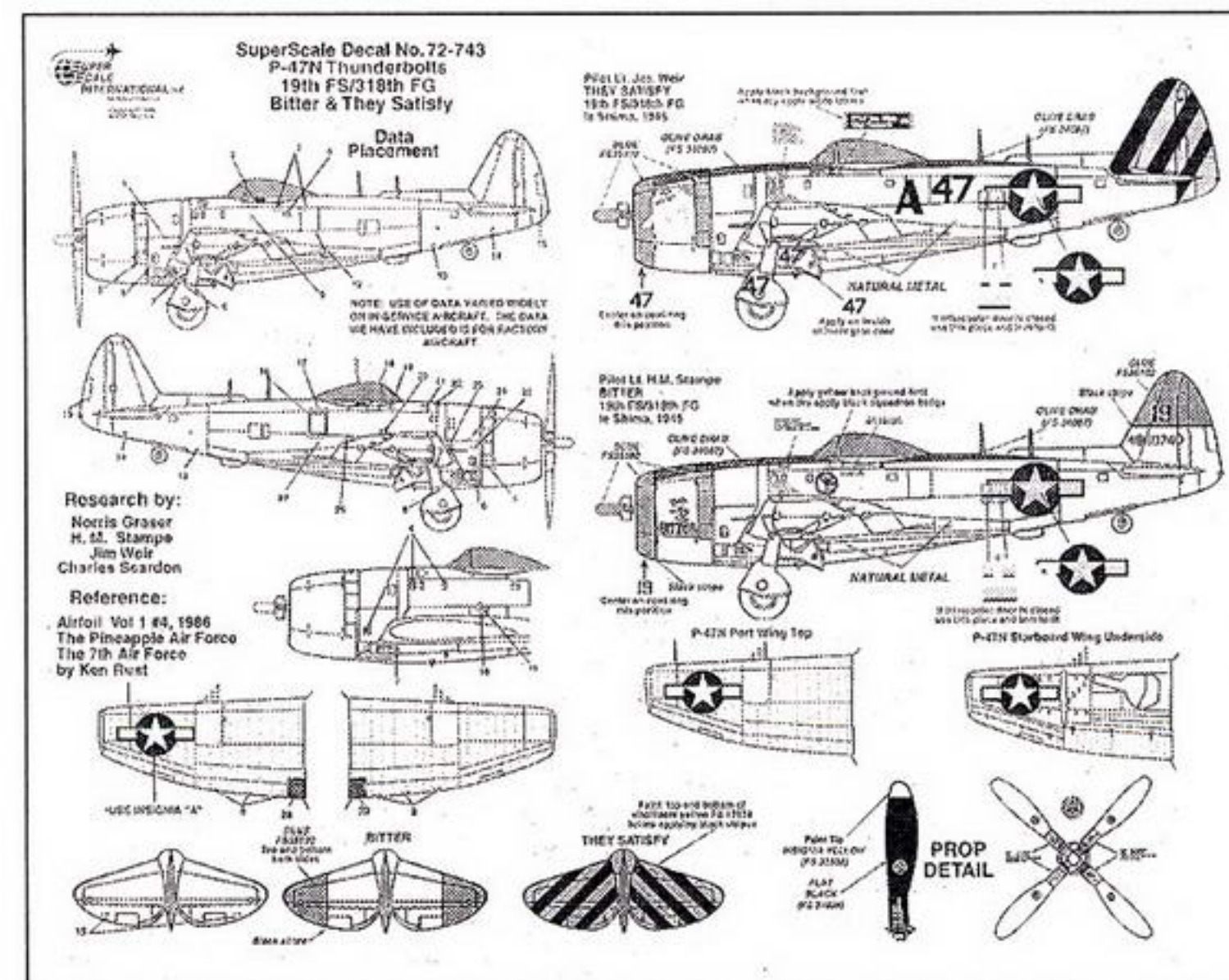
FG in 1945. This machine is identical to option 1 although the prop boss and engine cowl are not painted yellow.

Overall I think that this is a good selection from Superscale. The small number of options per sheet is probably a good idea as so few of us actually intend to make six of the same machine (well, for now at least!). The quality of all of these sheets is excellent and all of you who have used Superscale products in the past will not be disappointed by these new sheets.

All of the sheets featured here retail for just £4.25 which is excellent value for money. The entire range is imported into the UK by Hannants and the price given above is from that source. My thanks to Hannants for the review samples.



Sheet 72-742 is the first of four sheets for the P-47N



Sheet 72-743 is the second P-47N offering

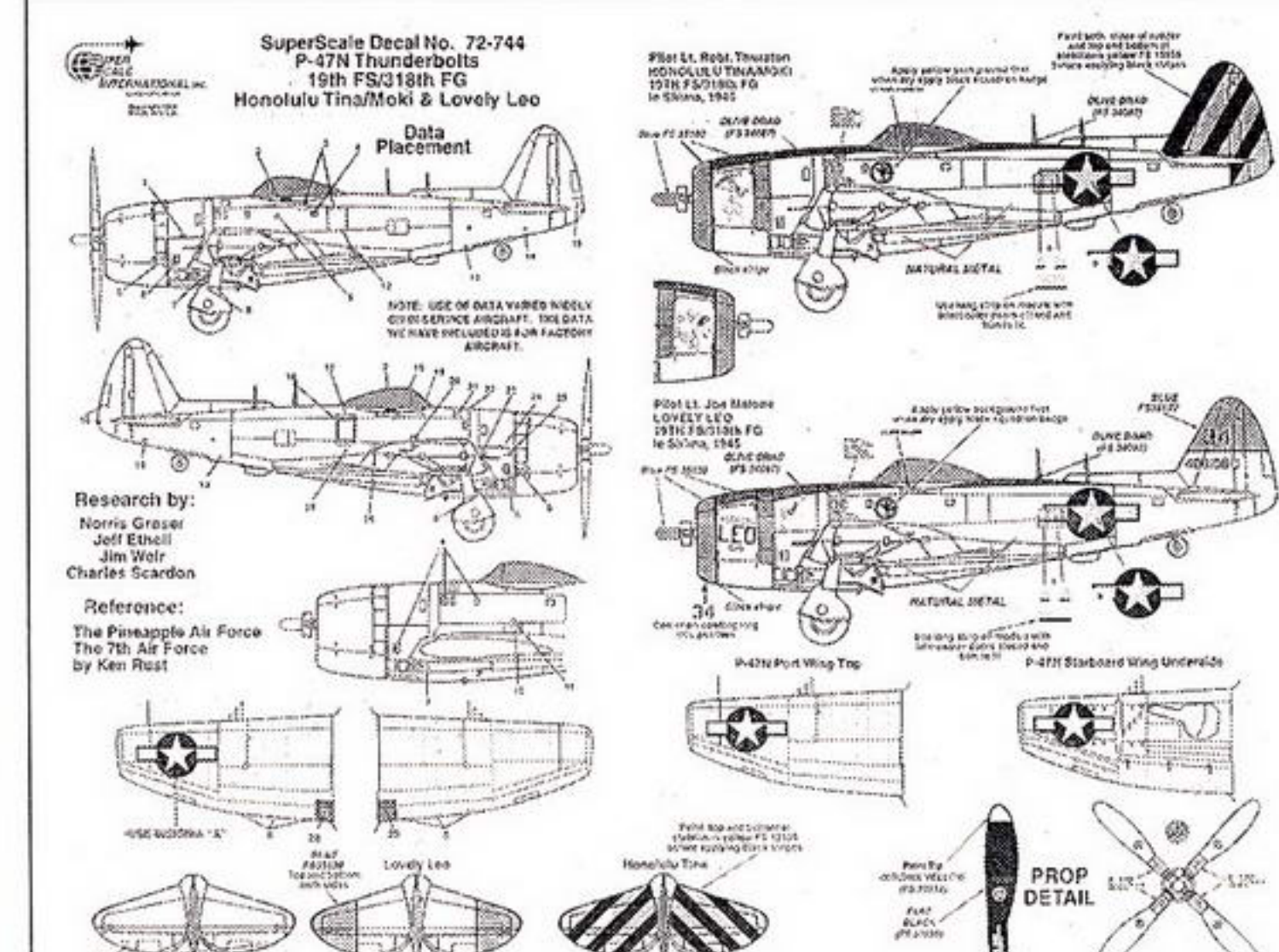
engine cowl front and gills. The entire tail is yellow with diagonal black stripes.

- 2. 'Bitter' flown by Lt. H.M. Stampe of the 19th FS, 318th FG in 1945. This machine is in the same overall scheme as option 1 although the tail surfaces just have the tips in black outlined blue.

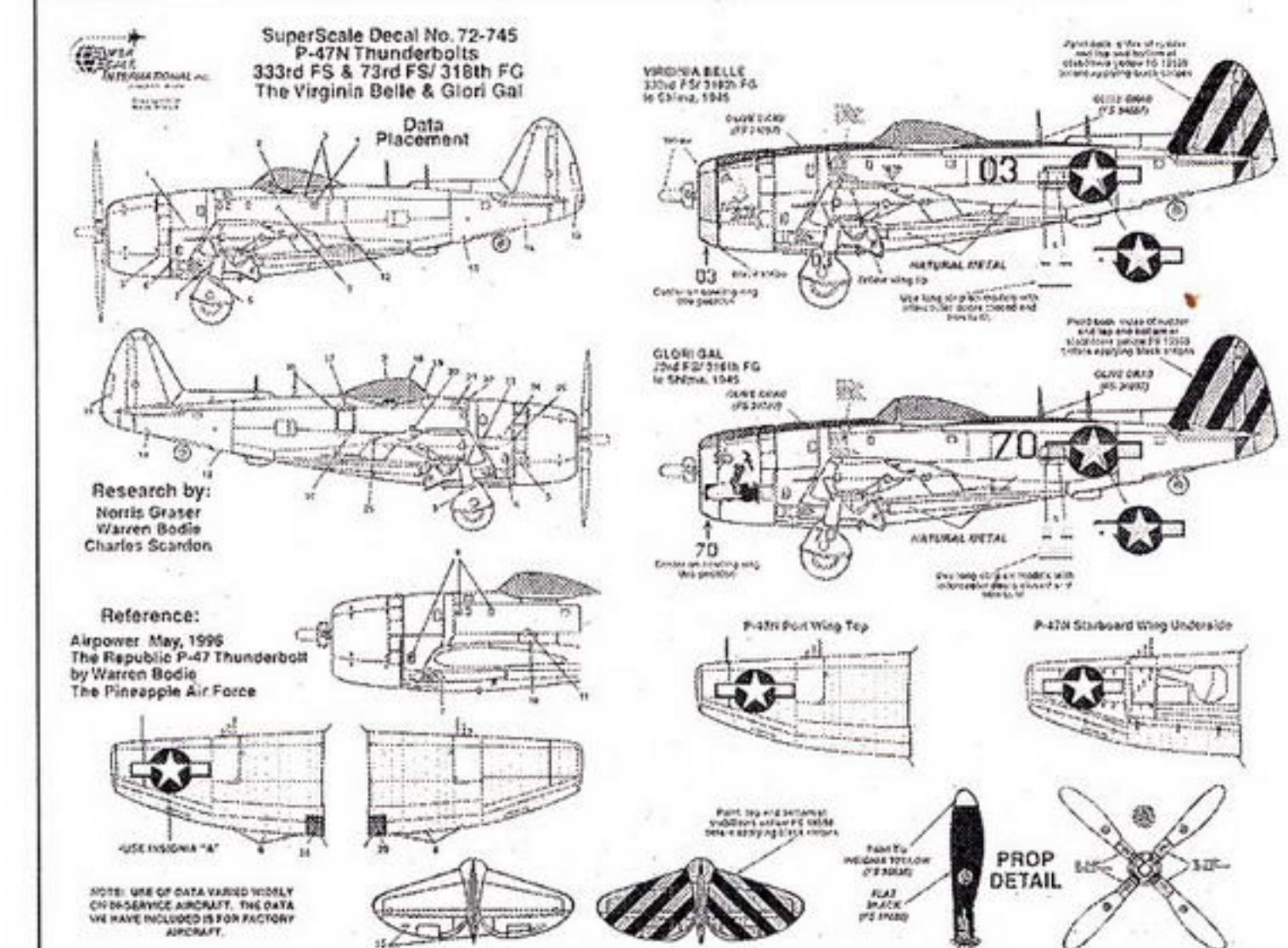
Once again all markings and stencilling for both options are included on this sheet.

The third P-47N sheet is 72-744 and this too offers schemes for two machines.

- 1. 'Honolulu Tina/Moki' flown by Lt. Robert Thurston of the 19th FS,



More P-47N's come on 72-744, the third sheet for this type on offer this month



The final P-47N sheet this month is 72-745

By 1930 it had become apparent that the bi-plane's days in the United States Army Air Corps (USAAC) were numbered. No amount of improvements, such as retractable wheels and enclosed cockpits could save it from being surpassed by the sleek monoplane. Boeing's P-26, affectionately known as 'Peashooter'

belonged to Boeing who cashed in on royalties for its use!

Armament was to the USAAC's standard of the period, consisting of one .30 calibre gun and a .50 calibre gun mounted on top of the forward fuselage and firing through the airscrew disc. The Curtiss Model 75 was ready for testing by May of 1935

variant produced by Seversky, while the second was the earlier Wright version, also by Seversky – the Curtiss 75B chalked up a poor third place while the other competitors were dropped out completely due to their extremely poor show. The Hawk team was severely disappointed, but not completely beaten.

as the P-36A (serialled 38-1 to 38-210) at \$20,000 apiece (less engine), the first in a line which spawned the famous P-40. At the time of the Japanese attack on Pearl Harbour in December of 1941, the P-36 was in the phase of being replaced by the P-40 but it was the former which shot down the first Japanese aircraft in action for the USAAC.

P-36A serialled 38-20 was taken off the production line and fitted with a 1,110hp R-1830-25 in November 1938 as the P-36B which could boast an improved performance. However, the next production variant was to be the P-36C which had an extra pair of .30

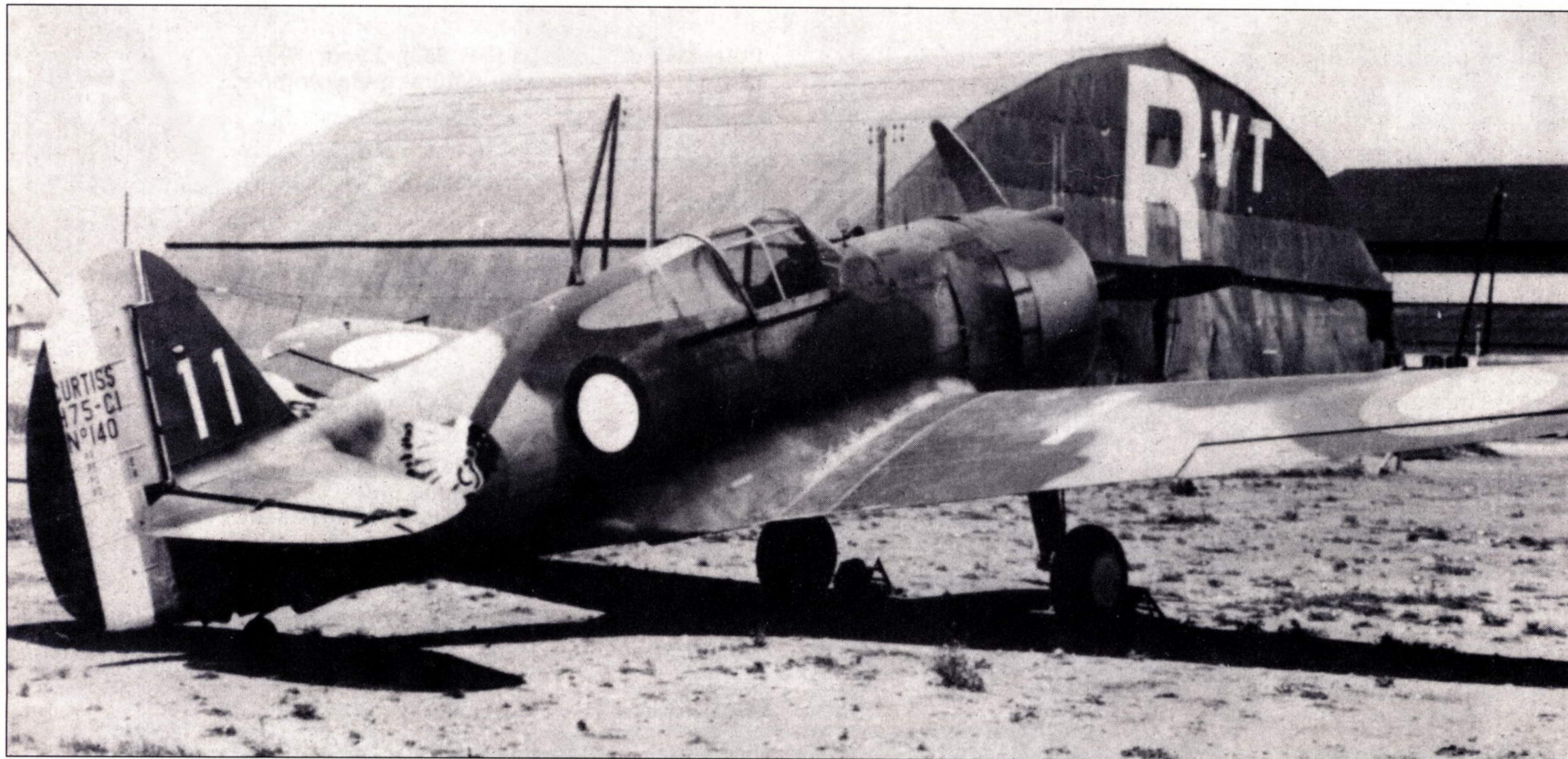
A Hawk by Any Other Name

was only a first step in this direction, though its fixed, spatted undercarriage and wire-rigged wings displayed a slow, cautious approach to modernity. However some monoplane experience was gained by the Air Corps and towards 1935 a design competition was launched for America's first real new-generation fighter aircraft.

The contenders included Curtiss with its Model 75, Chance Vought with the V-141, Consolidated with a modified PB-2A and Seversky. It was Curtiss which, however, produced the most innovative design with features which were nonexistent on any other fighter aircraft which the USAAC had ever seen. Powered by an equally new Wright 900hp radial engine, the aircraft

Just before World War Two, a fighter aircraft full of new ideas appeared on the aviation scene. The Curtiss P-36/75 series Hawk was of all-metal construction, had a retractable undercarriage and an enclosed cockpit, signs pointing towards the latest technology. Above all, it afforded flexibility at a time when the word was practically unheard of in the aviation industry. To European nations which had preferred to turn a blind eye towards German re-armament during the second half of the 'thirties, the Hawk promised to be the providential answer. That it did not deliver was not completely its fault...Richard J. Caruana helps us to find out why.

calibre guns fitted in the wings. Ammunition for these guns was carried in underwing gondolas. The increased fire-power was also fitted to the last 30 machines of the P-36A production line which were also fitted with a 1,200hp R-1830-17 engine. These machines were delivered mainly to the 27th Pursuit Squadron which painted its aircraft in a variety of experimental camouflage finishes for the 1939 'War Games'. Several other experimental versions of the P-36 appeared, including the XP-36D (38-174) which was modified to



The UK version of the Hawk, Mohawk IV, AR645 repainted in full RAF markings, including the Sky band on the rear fuselage. Colours are Dark Green and Ocean Grey with Medium Sea Grey for the undersides (RJC Archives)

presented an all-metal structure with fabric limited to the moveable control surfaces. It was also provided with metal hydraulically-operated split flaps and the outer wing sections were sealed in such a way so as to provide some measure of floatation in case of a forced landing at sea. Of particular interest was the undercarriage whose main wheel legs rotated through 90° as it retracted rearward so that the wheels lied flush inside the wings. This design, oddly enough, was not Curtiss' own but

but its main competitor, the Seversky P-35 had to wait until August. Both aircraft were found to suffer from a series of faults and during the period granted by the Air Corps to bring the aircraft up to scratch, the opportunity was taken to re-engine both models. Curtiss opted for the 850hp, nine-cylinder Wright Cyclone which Seversky had discarded from its fighter for the fourteen-cylinder twin-row Pratt & Whitney R-1830 Twin-Wasp! The winner of the contest was the latter

Stateside Hawks

Seversky's unproven manufacturing capability was a cause for some concern to the Air Corps, which placed an order for three machines powered by the Twin-Wasp under the designation Y1P-36 with Curtiss – belts and braces was the policy of the time. Engineers at Wright Field sought the expert advice of pilots of the 1st Pursuit Group who flew the three little fighters through an intensive test programme. This wise move led to an initial order of 210 examples of the Hawk

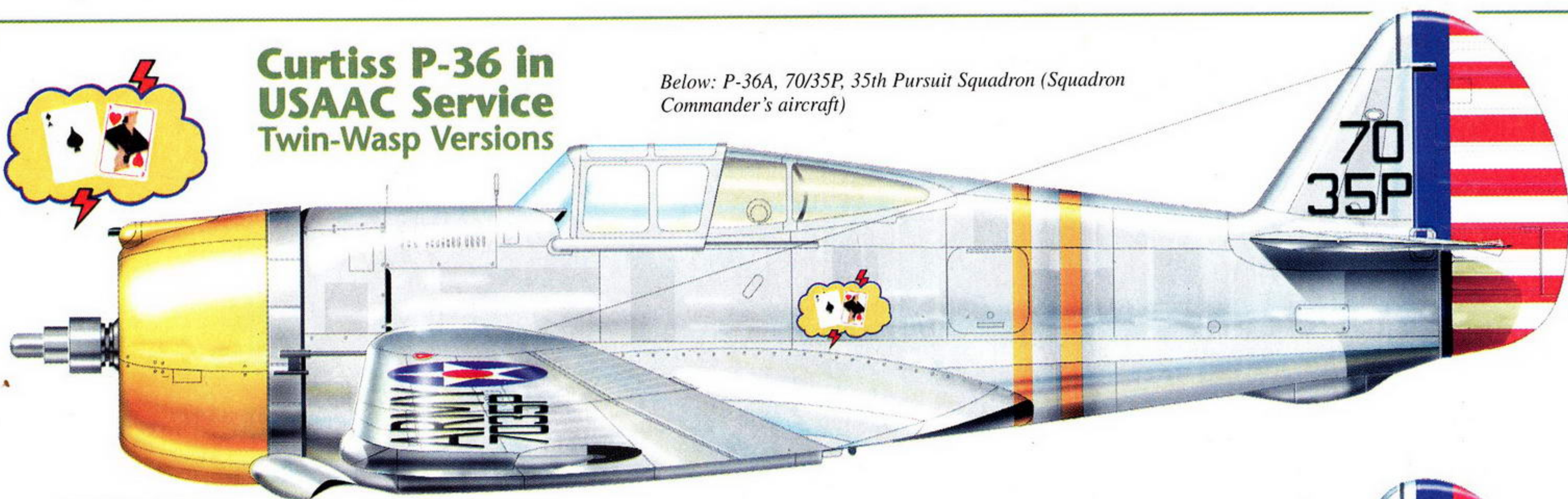
carry the wing armament internally, the XP-36E (38-147) which carried the awesome armament (for the time) of four .30 calibre guns in each wing and the XP-36F (38-172) which carried a 23mm Madsen cannon under each wing.

Not all was well with the P-36 Hawk; despite continuous changes to the design on the production line and even on the field the aircraft was to suffer a series of problems which often led to its being grounded. This slowed the rate of delivery to such an extent that while

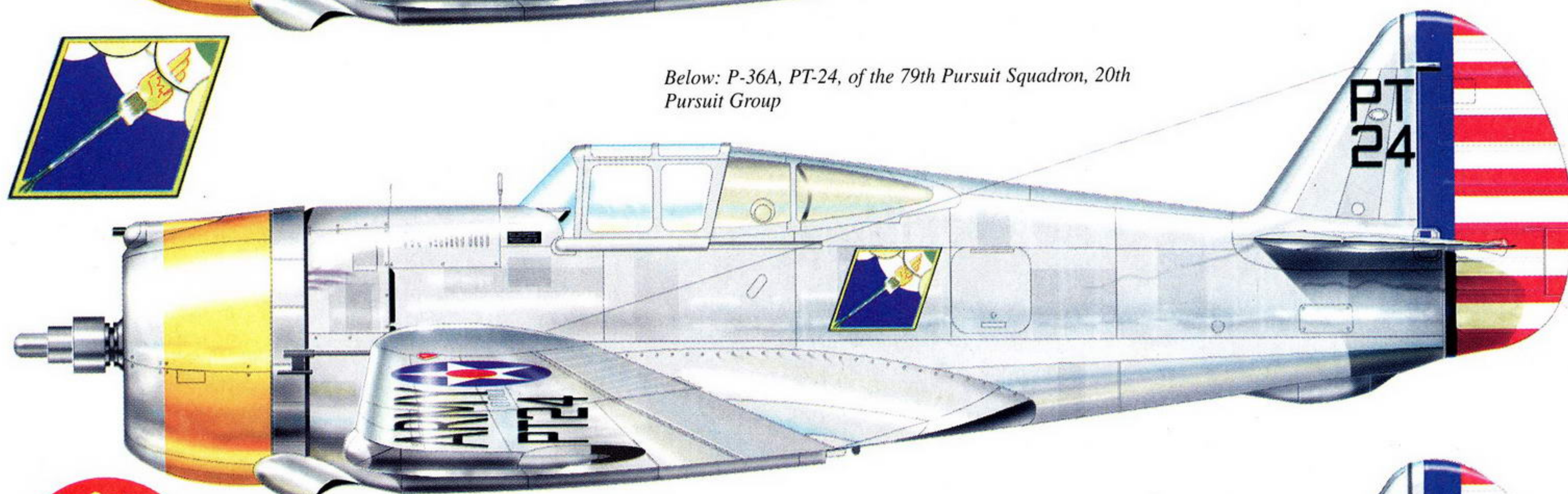


Curtiss P-36 in USAAC Service Twin-Wasp Versions

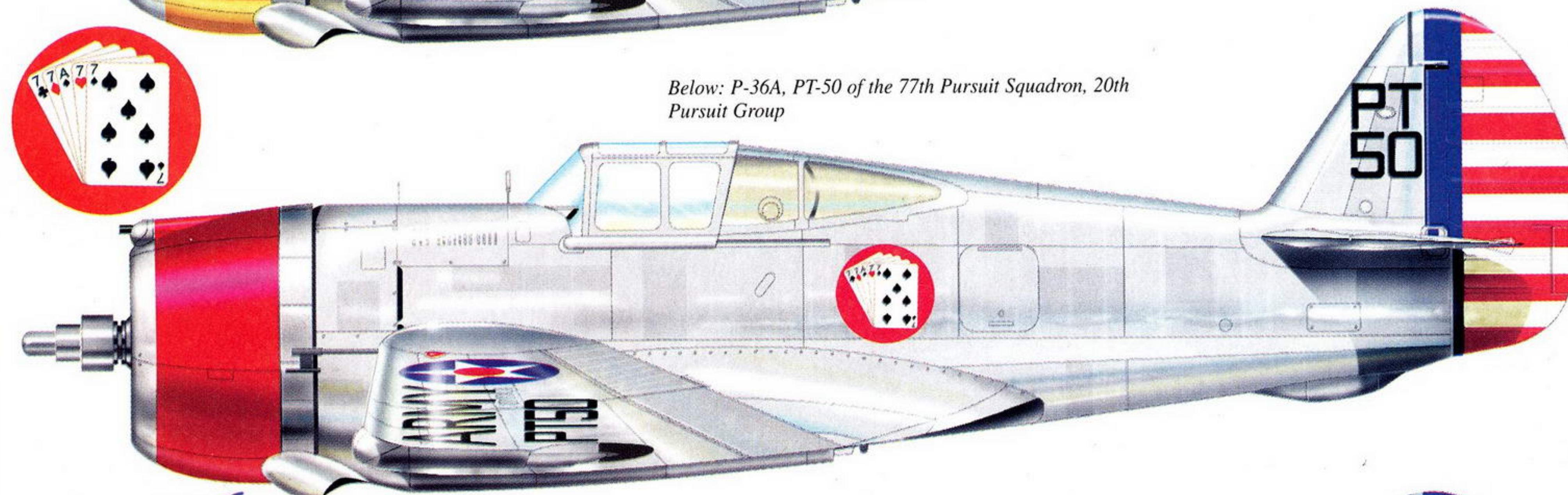
*Below: P-36A, 70/35P, 35th Pursuit Squadron (Squadron
Commander's aircraft)*



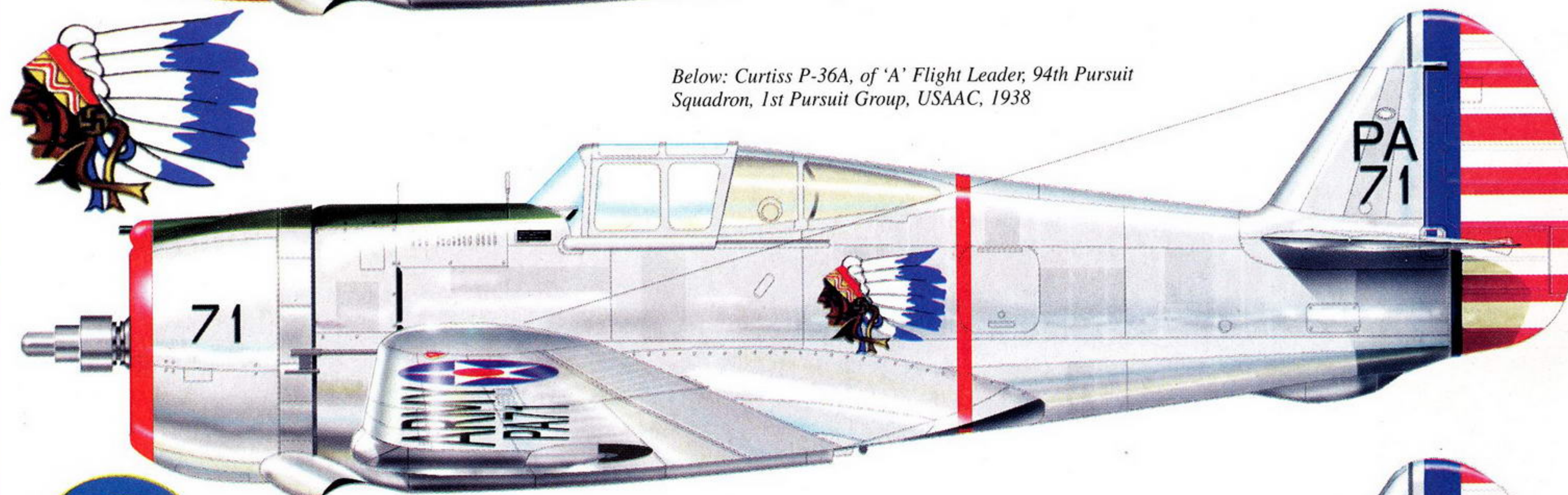
*Below: P-36A, PT-24, of the 79th Pursuit Squadron, 20th
Pursuit Group*



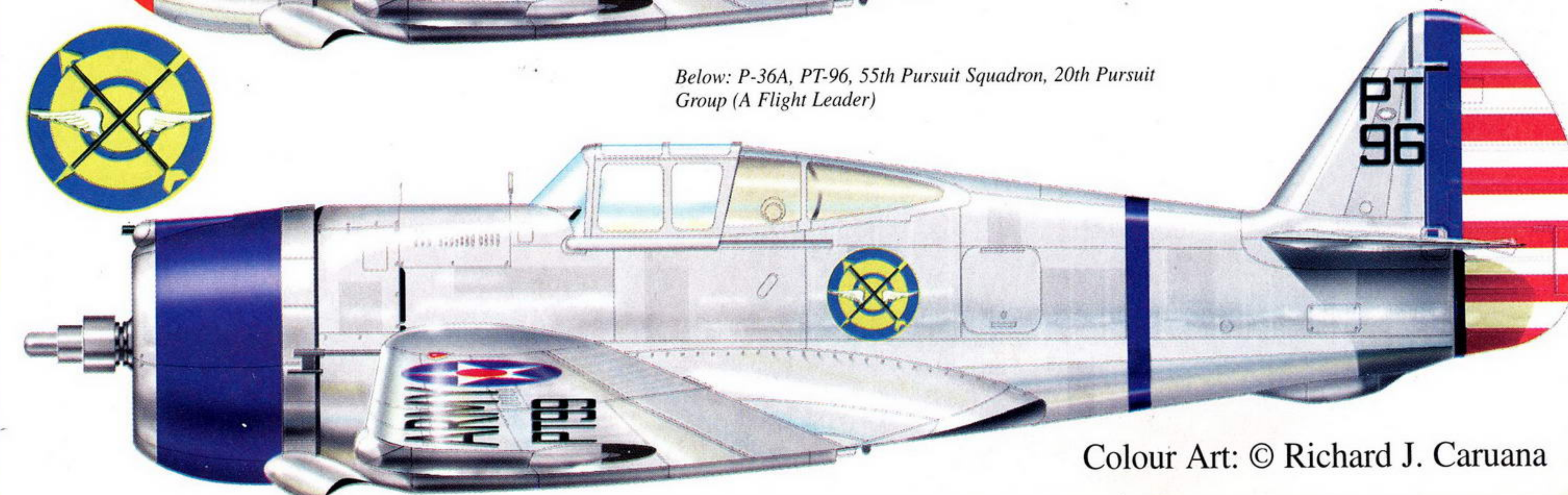
*Below: P-36A, PT-50 of the 77th Pursuit Squadron, 20th
Pursuit Group*



*Below: Curtiss P-36A, of 'A' Flight Leader, 94th Pursuit
Squadron, 1st Pursuit Group, USAAC, 1938*



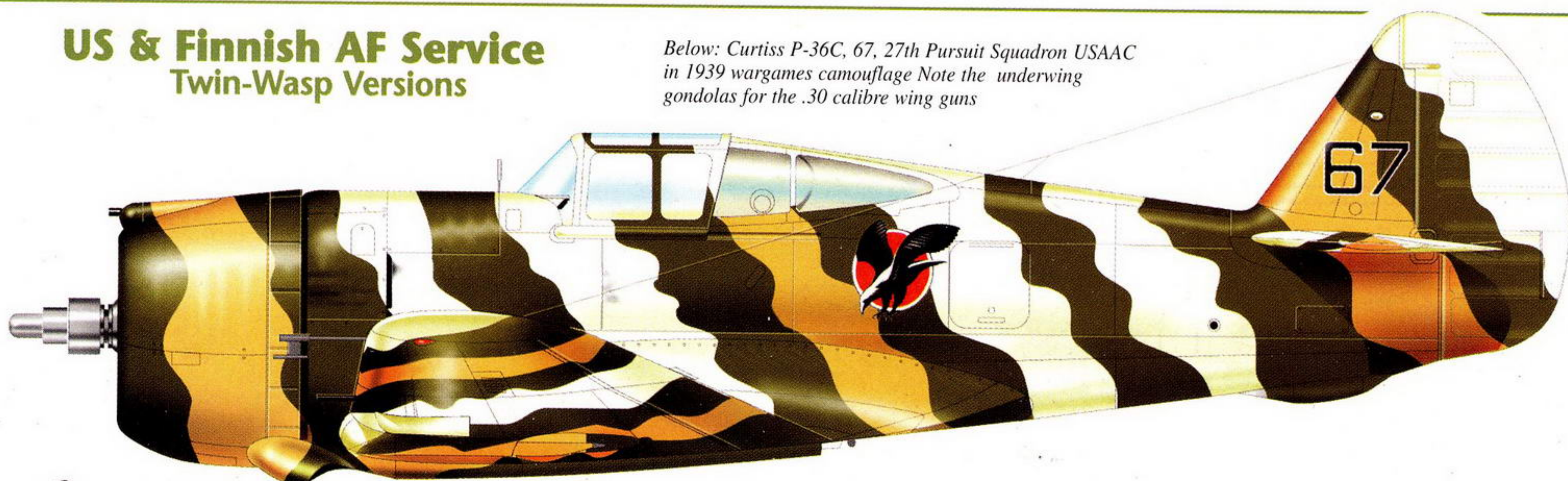
*Below: P-36A, PT-96, 55th Pursuit Squadron, 20th Pursuit
Group (A Flight Leader)*



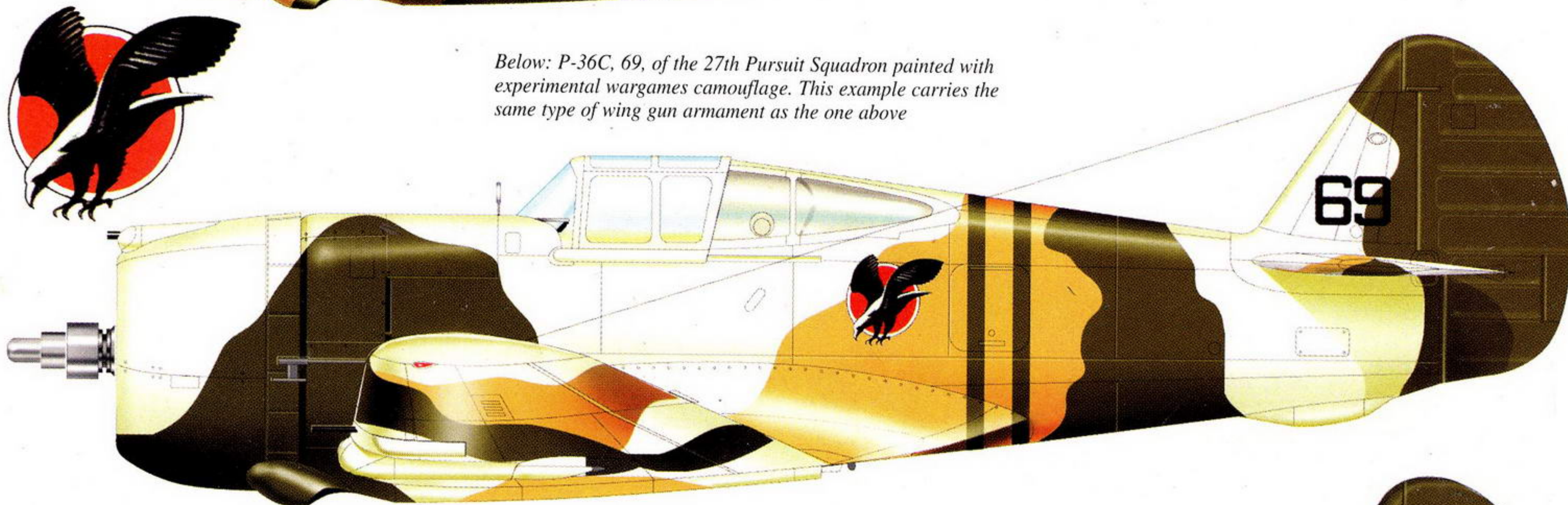
Colour Art: © Richard J. Caruana

US & Finnish AF Service Twin-Wasp Versions

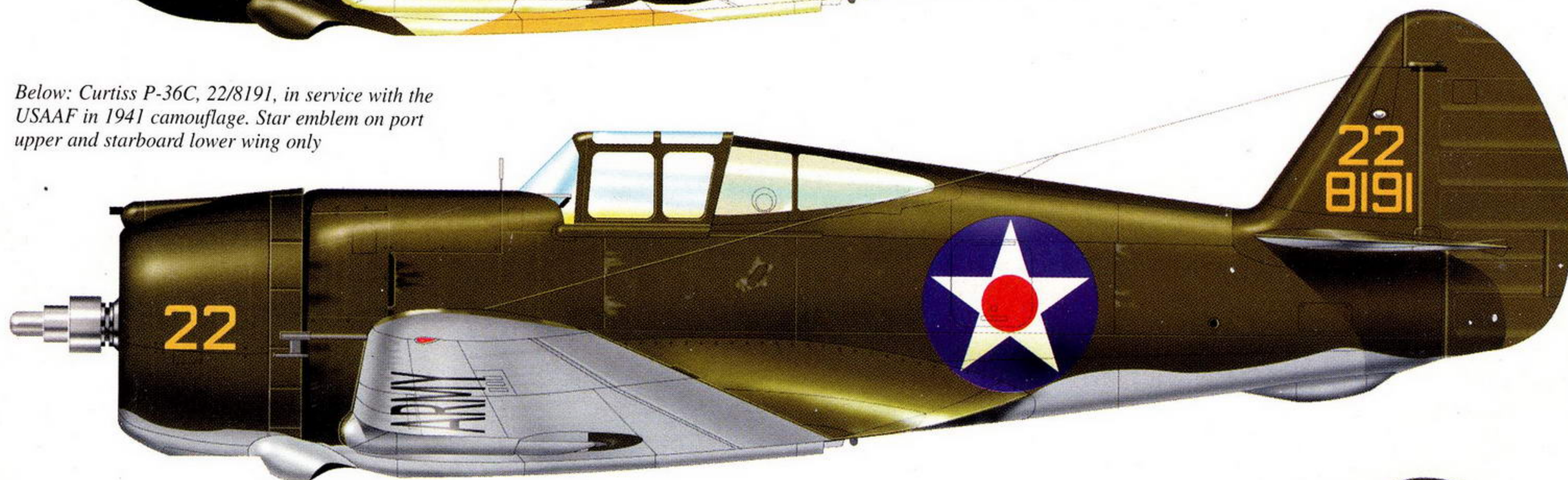
Below: Curtiss P-36C, 67, 27th Pursuit Squadron USAAC in 1939 wargames camouflage. Note the underwing gondolas for the .30 calibre wing guns



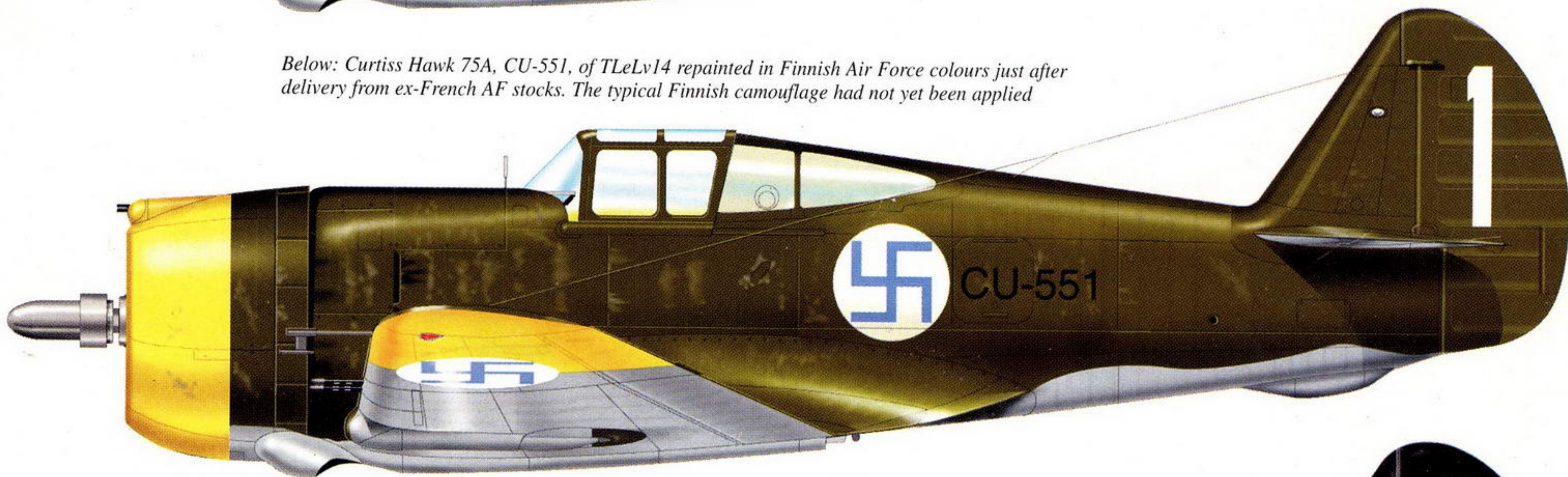
Below: P-36C, 69, of the 27th Pursuit Squadron painted with experimental wargames camouflage. This example carries the same type of wing gun armament as the one above



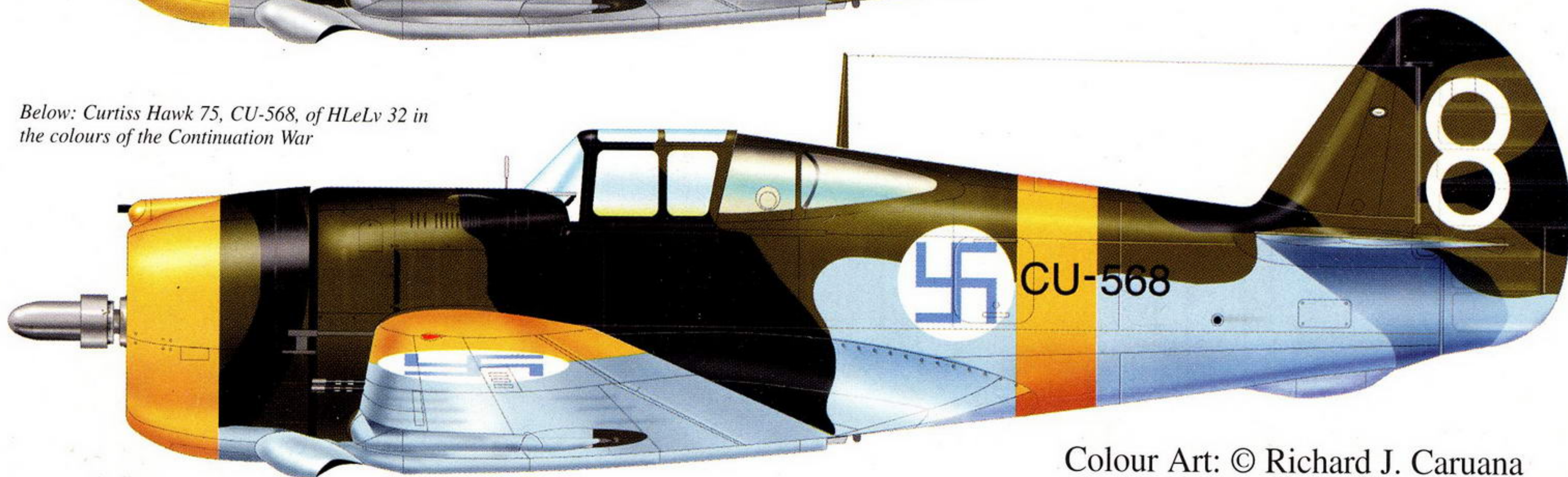
Below: Curtiss P-36C, 22/8191, in service with the USAAF in 1941 camouflage. Star emblem on port upper and starboard lower wing only



Below: Curtiss Hawk 75A, CU-551, of TLeLv14 repainted in Finnish Air Force colours just after delivery from ex-French AF stocks. The typical Finnish camouflage had not yet been applied



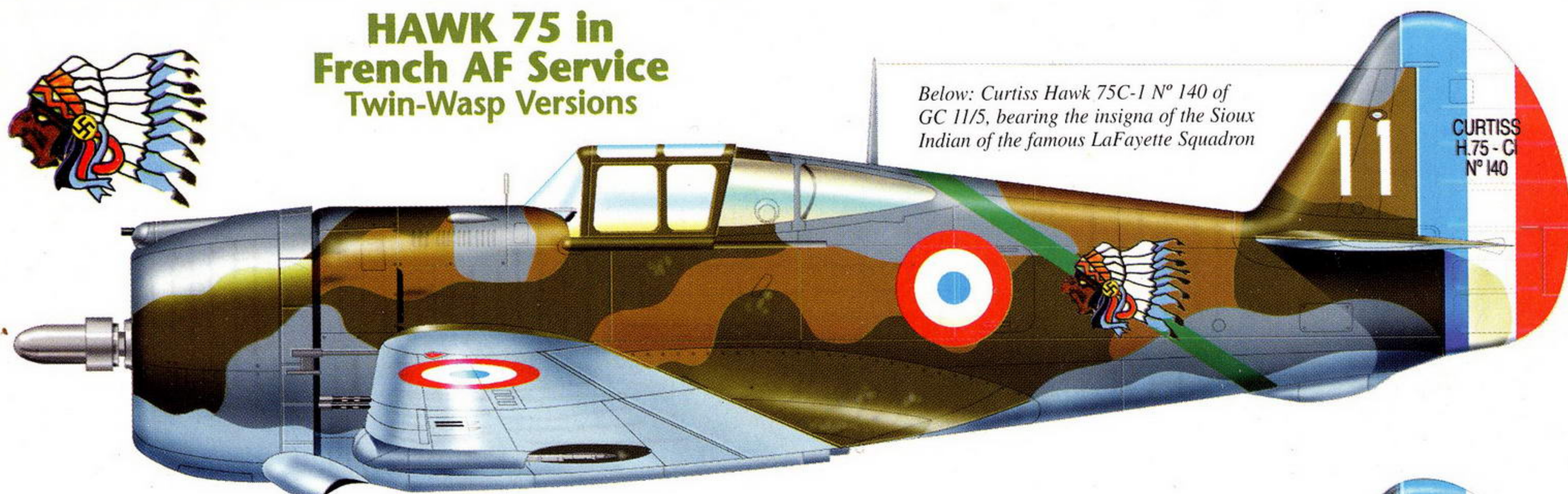
Below: Curtiss Hawk 75, CU-568, of HLeLv 32 in the colours of the Continuation War



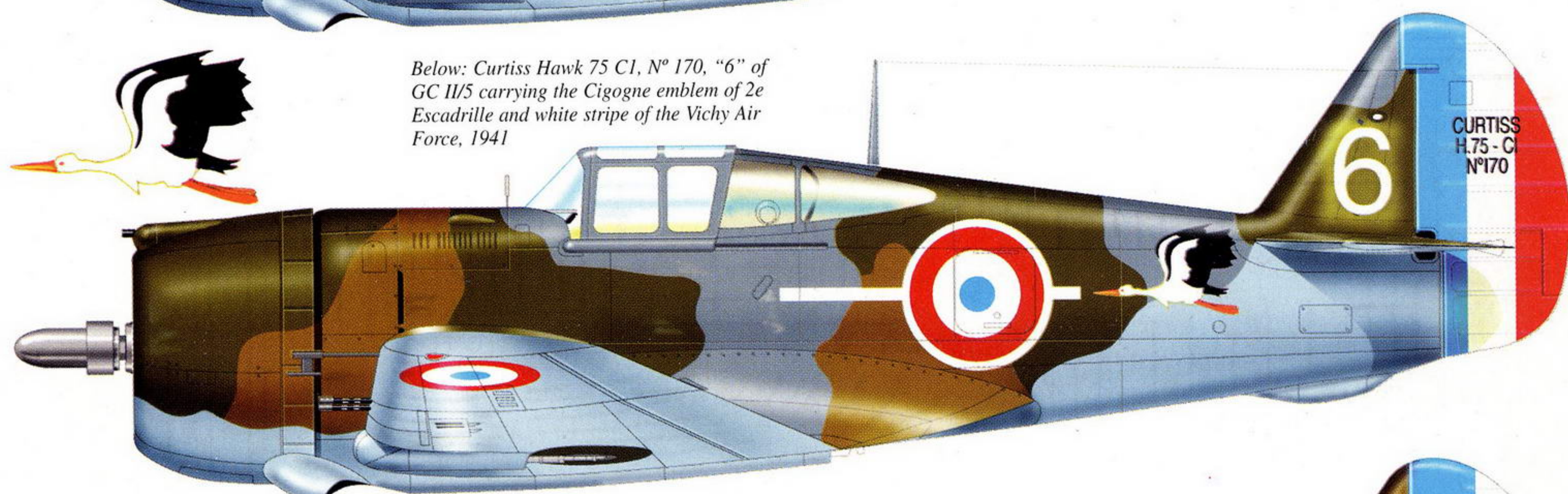
Colour Art: © Richard J. Caruana

HAWK 75 in French AF Service Twin-Wasp Versions

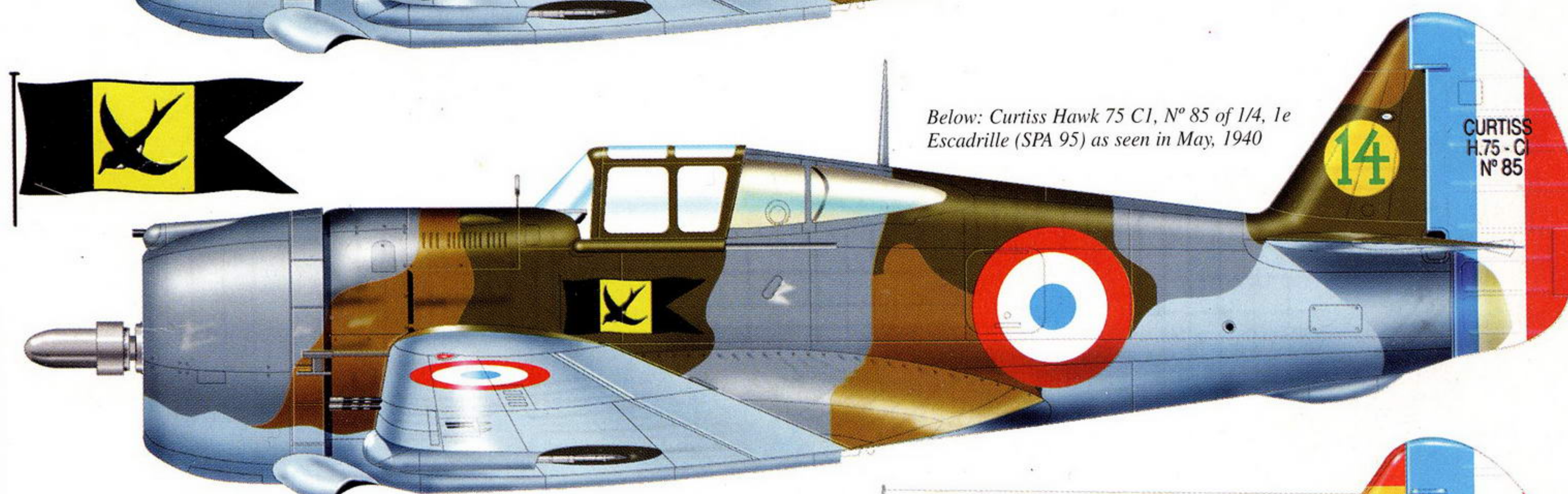
*Below: Curtiss Hawk 75C-1 N° 140 of
GC 11/5, bearing the insigna of the Sioux
Indian of the famous LaFayette Squadron*



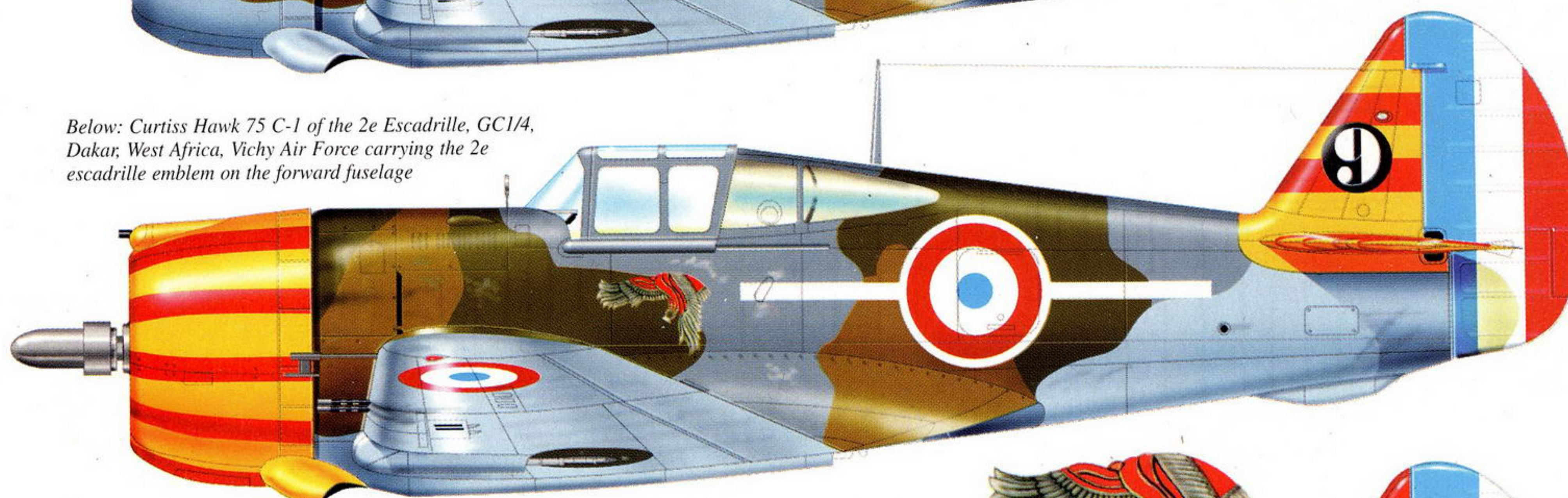
*Below: Curtiss Hawk 75 C1, N° 170, "6" of
GC 11/5 carrying the Cigogne emblem of 2e
Escadrille and white stripe of the Vichy Air
Force, 1941*



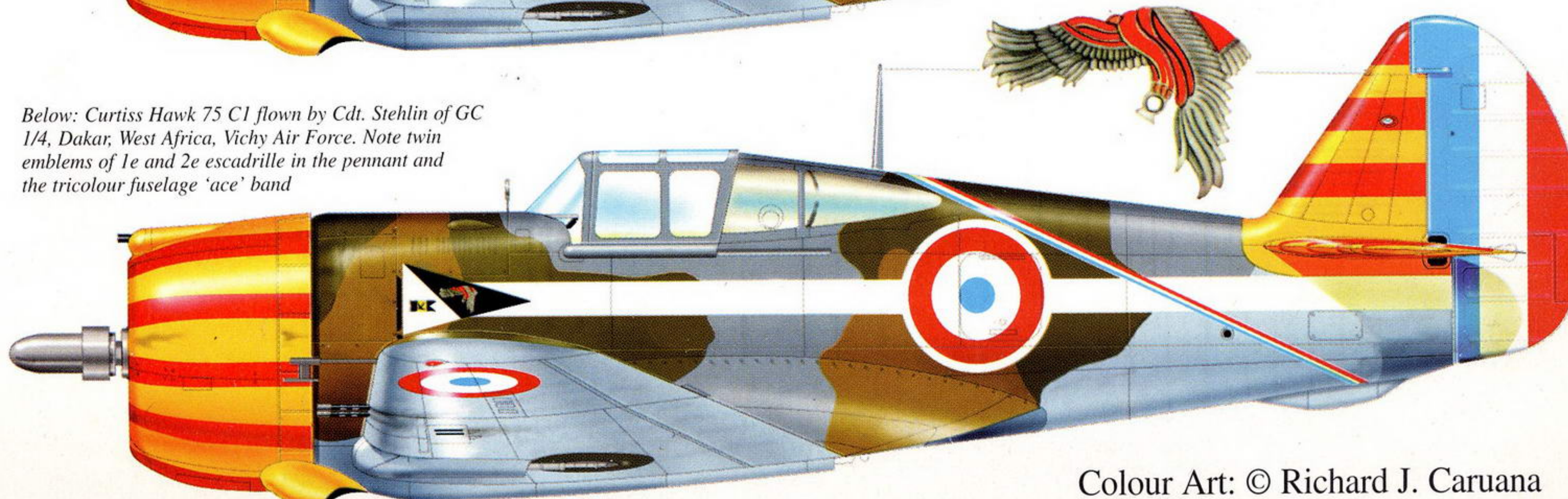
*Below: Curtiss Hawk 75 C1, N° 85 of 1/4, 1e
Escadrille (SPA 95) as seen in May, 1940*



*Below: Curtiss Hawk 75 C-1 of the 2e Escadrille, GC1/4,
Dakar, West Africa, Vichy Air Force carrying the 2e
escadrille emblem on the forward fuselage*



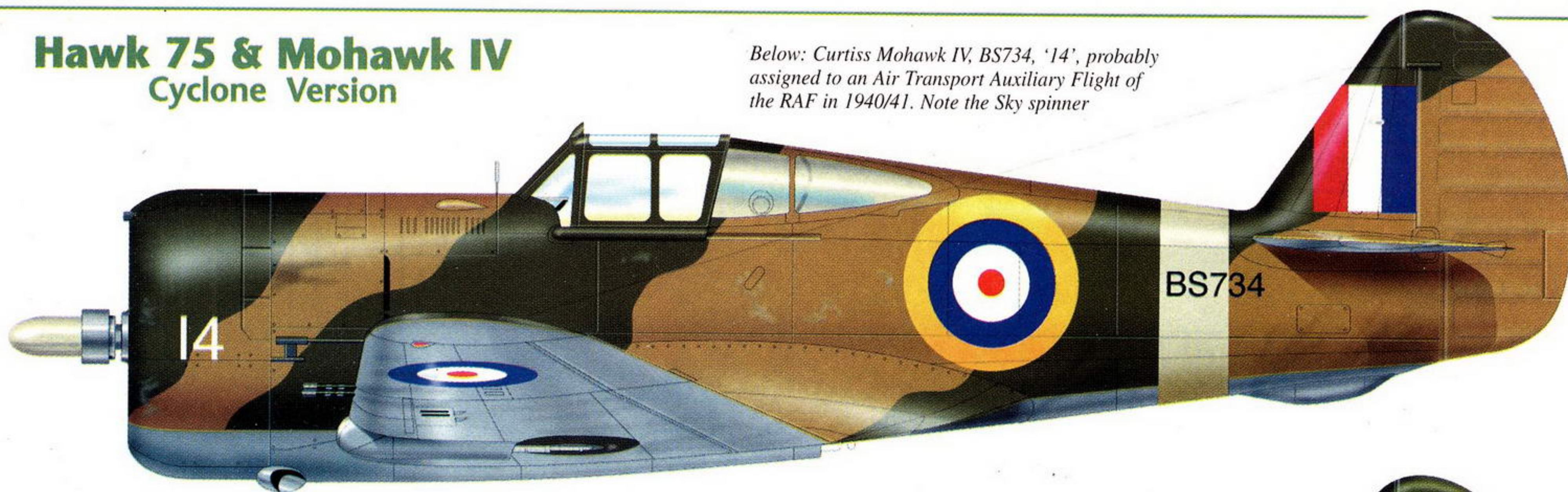
*Below: Curtiss Hawk 75 C1 flown by Cdt. Stehlin of GC
1/4, Dakar, West Africa, Vichy Air Force. Note twin
emblems of 1e and 2e escadrille in the pennant and
the tricolour fuselage 'ace' band*



Colour Art: © Richard J. Caruana

Hawk 75 & Mohawk IV Cyclone Version

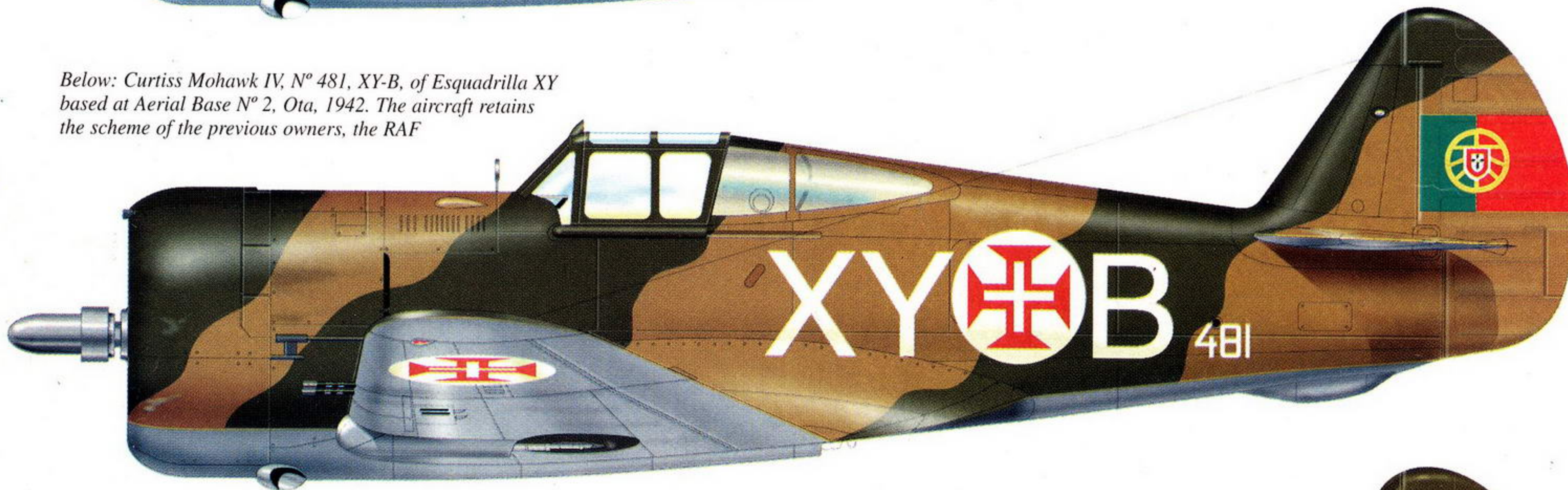
Below: Curtiss Mohawk IV, BS734, '14', probably assigned to an Air Transport Auxiliary Flight of the RAF in 1940/41. Note the Sky spinner



Below: Curtiss 75 Mohawk IV, NS789, 'B' of N° 155 Squadron, RAF, Agentala (Bengal) in August, 1943. These aircraft remained in operation until the end of 1943



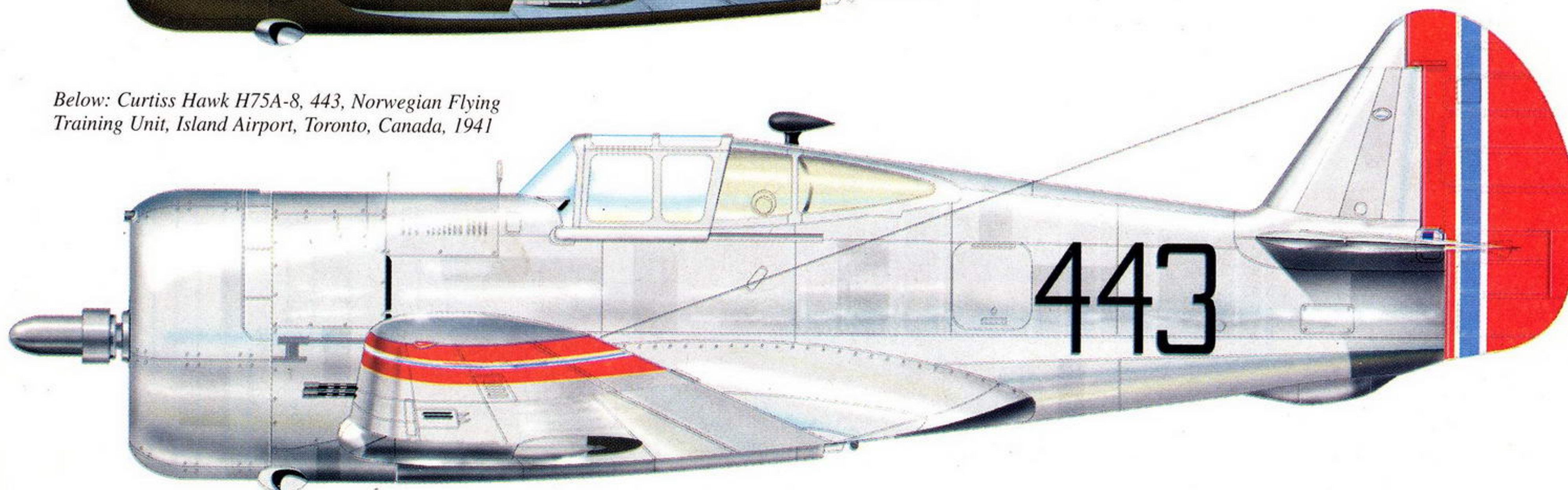
Below: Curtiss Mohawk IV, N° 481, XY-B, of Esquadrilla XY based at Aerial Base N° 2, Ota, 1942. The aircraft retains the scheme of the previous owners, the RAF



Below: Curtiss Hawk 75A-4 of N° 1 Vliegtuigafdeling, Netherlands East Indies Air Force, Madionen, December 1941



Below: Curtiss Hawk H75A-8, 443, Norwegian Flying Training Unit, Island Airport, Toronto, Canada, 1941

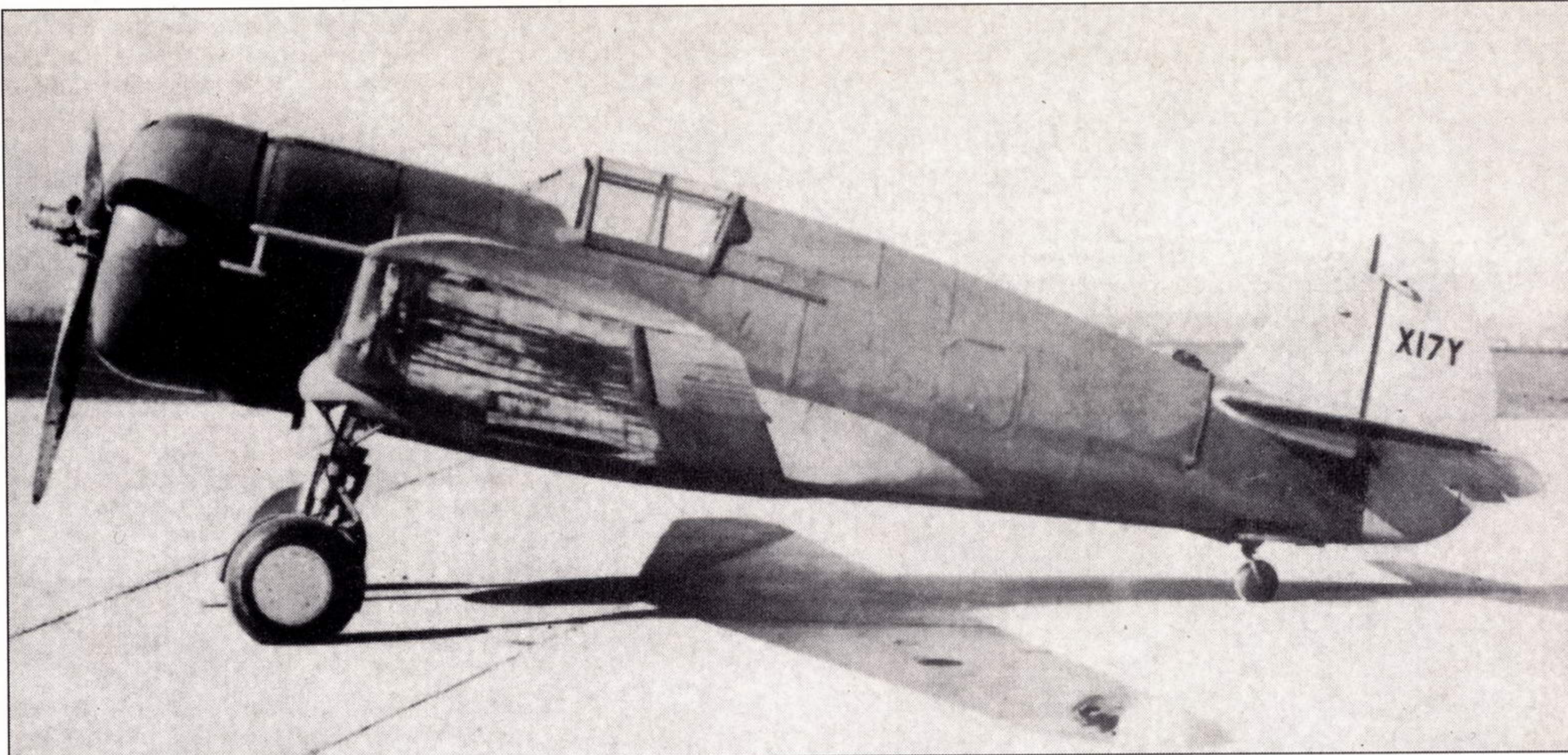


units of the USAAC, such as the 20th Pursuit Group at Barksdale (LA) retired their old P-26s on schedule they were left to wait for replacements for months, with periods when only six serviceable aircraft could be mustered throughout the whole Group! The same happened to the 1st Pursuit Group and when the aircraft arrived they were tied up with so many limitations that it made the P-36 practically useless as a fighter aircraft.

All these problems cost Curtiss much trouble in providing field technicians in a bid to solve problems as they cropped. With time the aircraft settled down but up to the middle of 1939, some 47 out of the 61 P-36s based in the US were grounded for one reason or another. There is no doubt, however, that Curtiss learned at its own expense and incorporated improvements to the aircraft which were eventually embodied into the P-40.

In Foreign Fields

What the Hawk did not deliver on home ground was more than made up for its export success. This was in no small measure due to the excellent marketing techniques and foreign contacts which Curtiss had acquired through the years. Its brochure provided the Hawk as fighter, fighter-bomber or even trainer.



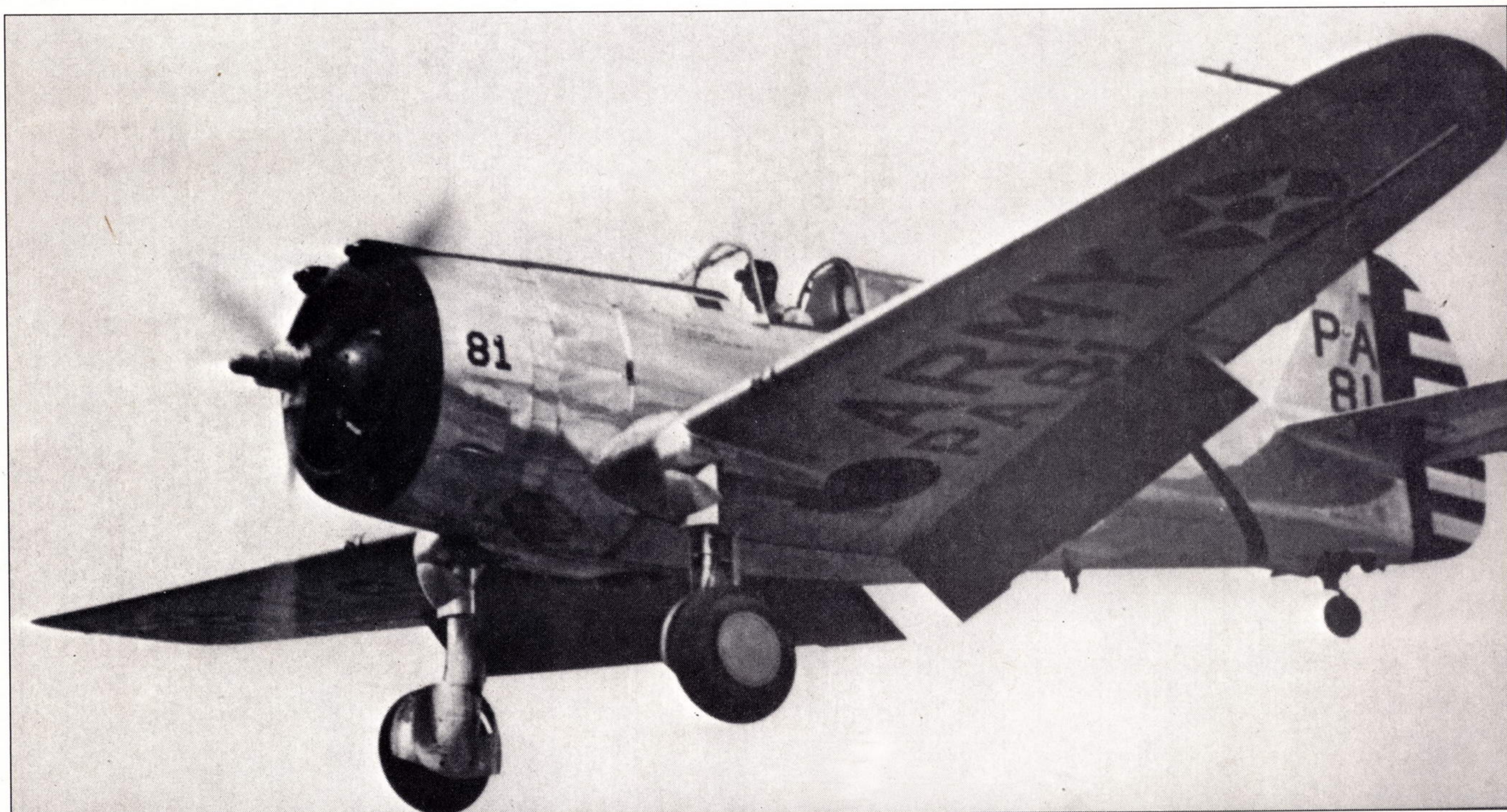
Curtiss P-36 prototype carrying the X17Y registration, powered by the Wright Cyclone 1830-G-5 engine which marginally improved performance on the original version. Note the wrinkled skin denoting a hand-built aircraft (RJC Archives)

were powered by the 1,050hp Pratt & Whitney R-1830-SC-3G Twin-Wasp and had two 7.5mm FN-Browning machine guns fitted into the wings in addition to the fuselage mounted pair. First deliveries arrived in France toward the end of that year where they were reassembled at Bourges. At this point they were also fitted with metric instruments to suit French requirements, and further modifications included the reversal action

latent defects: wing skin buckling, light armament, complicated fuel system, lack of self-sealing tanks and guns which froze at altitude. Notwithstanding these deficiencies France ordered more of the same – 395 H75-A4s powered by the Wright Cyclone R-1820 G205A engine of 1,200hp.

However, of the total 730 aircraft on order, France only managed to take delivery of 291 before surrendering in

more powerful, though not as reliable, Wright GR-1820-G205A but only a handful of these had arrived in that country before it had been overrun by German forces. The first A3s and A4s which were switched over to Britain began to arrive in England in July of 1940. As with normal RAF practice, the aircraft was renamed as the 'Mohawk', with the A3 and A4 becoming Marks III and IV respectively; surviving French



Hawk P-36A, PA-81, showing the style of underwing markings of USAAF aircraft of the pre-war period (RJC Archives)

There were two main versions available for export. The first was practically identical to the P-36A and called the Hawk 75A and the other was a stripped-down version with fixed undercarriage simply known as the Hawk 75. But let's move one step at a time...

France was to place the first export order in May of 1938 for 100 examples under the official designation of H75A-1, although this was to be changed in Armée de L'Air service (French Air Force) to H75-C1, the 'C' standing for Chasse, or pursuit aircraft. The French machines

of the engine throttle lever.

By early 1939, the French Government doubled its order, this time for a new version to be known as H75-A2 which had an additional pair of wing guns and the installation of the R-1830-S1 C3G engine. So much faith was put in this machine that a further 135 examples, designated H75-A3 soon followed, these to be powered by the improved 1,200hp R-1830-3S C3G. Initial favourable comments about the American machines in French use soon turned sour as actual field experience brought out the Hawk's

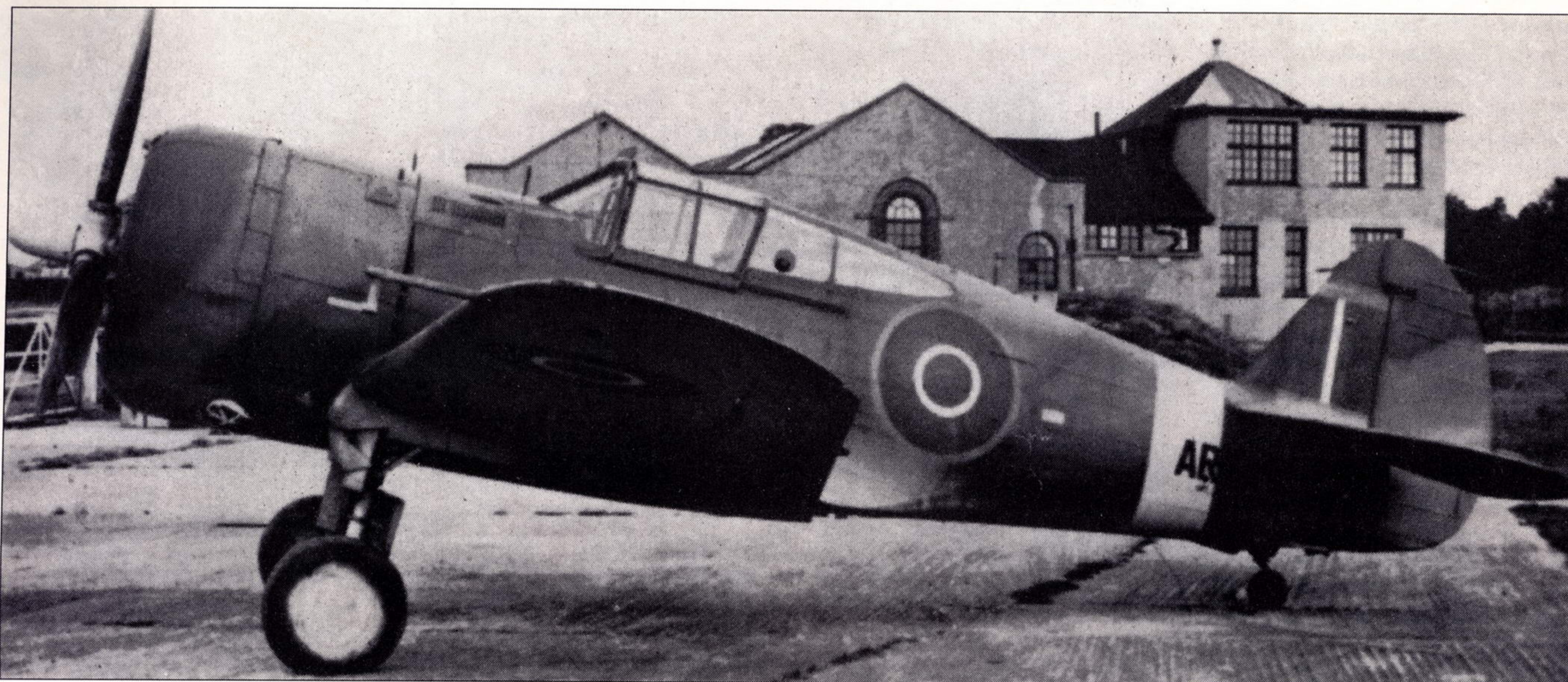
1940, the balance being requested by the RAF who was foreseeing the Battle of Britain. If combat reports are to be taken at face value, then the Hawk acquitted itself well in battle considering its malaise, for it was credited with 230 victories and 80 probables. Of those which had not yet been delivered, 23 examples were shipped to the West Indies for use by the Free French Air Force.

Enter the Wright Cyclone

As hinted above, the H75-A4 ordered by France was to be re-engined with the

Hawks A1 and A2 which flew to England were redesignated Mohawk I and II.

The Mohawk IV was practically identical to the type ordered by France except for a change in equipment fit to bring it to RAF standards, including the replacement of the machine guns with .303 calibre Brownings. By the time of their arrival in England, the supply situation of both Hurricane and Spitfire had reached a satisfactory level; the Mohawk was found to be comparatively inferior and was retained exclusively by reserve units. Operational service of the



The UK version of the Hawk, Mohawk IV, AR645 repainted in full RAF markings, including the Sky band on the rear fuselage. Colours are Dark Green and Ocean Grey with Medium Sea Grey for the undersides (RJC Archives)

Mohawk in the Far East began with N° 5 Squadron RAF on June 17, 1942 from Dinjan in Burma. These Mohawks came from N° 146 Squadron which had received them in March but never used operationally until handed over to the new owners. These were, in fact, Hawk H75-A9s originally destined for the Iranian Air Force. N° 5's duties included bomber escort and close support and even managed to draw blood in combat on August 20. The squadron passed onto 'rhubarbs' in January of 1943 and continued to give a valid contribution up to June when the Mohawk was replaced by the Hurricane.

It was the American fighter, however, which survived longer with N° 155 Squadron which formed on the Mohawk on April 1, 1942 at Peshawar. It was not until September that the first operational sorties commenced, these including convoy patrols and the aerial defence of Madras. On November 10, N° 155 got entangled in a deadly battle with Japanese Zeros while escorting Blenheims, and lost two of their number whilst claiming one-and-a-half of the enemy!

The following January the squadron became very busy with strafing attacks and bomber escorts culminating in the heavy fighting at Imphal of March 1943. By May, N° 155 was using the Mohawk for dive bombing with 20lb bombs in support of ground troops and continued to give a valid contribution throughout that year. It seemed that, at last, the Hawk had sprung its talons. N° 155's Mohawks, or what was left of them, were replaced by Spitfires Mk VIII early in 1944.

Hawks in Strange Lands

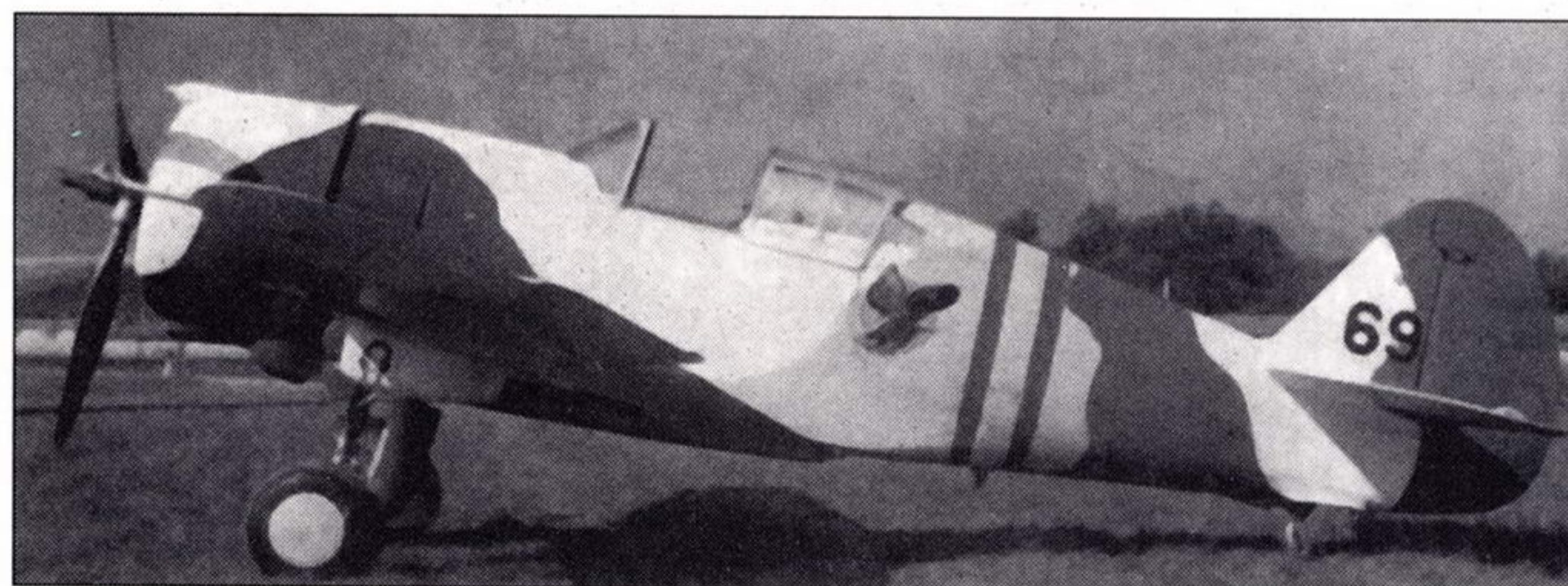
What Mohawks the RAF could not use in the Far East were passed on to other airforces after having been held at Maintenance Units throughout the Battle of Britain as a back-up force, especially in case the situation had taken a turn to the worse. While some were passed on to South Africa, about twelve were handed over to Portugal where they had an interesting career, arriving in October 1941 at Ota base (one was lost during flight testing after re-assembly). These

were barely enough to form one squadron under the command of Captain Saramento. During mid-1943, a letter code system, no doubt inspired by RAF practice, was adopted and this unit received the code XY, while all British serials were replaced by numbers from 480 to 490. Thus the unit became known as the Esquadrilla XY until officially numbered Esquadrilla de Casa Nr. 3 after its transfer to Rabo de Peixe in the Azores, where it remained in active service until 1945.

Several other countries had found the Hawk attractive, including the Chinese Government which also obtained a manufacturing licence for the GR-1820-G205A Cyclone powered Hawk 75-A5. Armament was changed to six 0.3inch machine guns, making these aircraft

A8 but only one gun per wing. Ironically, these Hawks never touched Dutch soil due to the invasion of May 1940, and were transferred to the Netherlands East Indies Army. On their arrival the fuselage guns were replaced with 7.7mm guns due to ammunition problems and by the time Japan entered the conflict in December 1941 there were 16 Hawks of this type on strength. Within a couple of months of bitter fighting this force was cut down by half and eventually completely wiped out by Japanese opposition in early February when they tried to put up a spirited, though impossible, defence of Java.

Next in line came the Hawk H75-A8 for the Norwegian Air Force. These 36 examples followed 24 Twin-Wasp H75-A6s which Norway failed to receive



Hawk P-36C of the 27th Pursuit experimentally camouflaged for the 1939 War Games (RJC Archives)

practically identical to the British Mohawk. By the time the Loi-Wing factory was razed to the ground in October 1940 by Japanese attacks, very few Hawks had left the assembly line and whatever jigs and parts could be salvaged were passed on to Hindustani Aircraft Factory which began production of 48 examples for the Indian Government. Only one Hawk H75-A5 had been finished and flight tested on July 31, 1941, when the facilities at Bangalore were required for maintenance by the USAAF; production ceased after the delivery of a handful of these fighters.

The H75-A7 denoted the Dutch version, of which 20 examples were ordered by the Netherlands Government (which originally requested 35). These had the same fuselage armament as the

completely due to the German invasion (some A6s found their way to England via France). The H75-A8 was another Cyclone-powered version but had an armament of two fuselage-mounted 12.7mm guns in the fuselage and four 7.9mm guns in the wings. Ordered in January of 1940, these fighters could not be delivered to Norway and were transferred to a special training base in Canada (Island Airport near Toronto) still retaining full Norwegian markings. Eventually half of these were repurchased by the US Government and given to Peru under Lend-Lease agreement in May 1942, designated P-36G. Just a year later the surviving dozen examples in US service were also passed on to Peru in a similar transaction. These were retained with Escuadron de Caza 21 up to 1947, some remaining in front line

service well into the 'fifties.

The last customer for the Cyclone Hawk was the Imperial Iranian Air Force. 10 examples were ordered, fitted with six .3in machine guns and delivered in June 1941. When the following August British forces occupied the country they were found still in their crates. These H75-A9s were transported by road to Karachi where they were assembled and issued to N° 5 Squadron as Mohawks IV.

An unofficial customer was, of course, the Luftwaffe. Though having never ordered the Hawk from America it captured considerable numbers of these aircraft in both France and Norway. After cursory flights and evaluations these aircraft began to find their way to some units for training purposes or to be used as squadron hacks. However, 44 examples were overhauled at Espenlaub Flugzeugbau to be sold to Finland. Initially this country acquired 29 examples (twenty-one A3s and eight A4s) which were nicknamed 'Sussu' in service. Though operating in very tough conditions, these Hawks gave a good account of themselves though attrition was on the high side. So an additional 15 ex-Vichy Air Force A1s and A2s were passed by Germany to Finland.

Not exactly a brilliant aircraft, the Hawk was providentially available when airforces in Europe were trembling at the future that beckoned. It served well and fought to keep its head high at all times. The poor operational record cannot be totally blamed on the machine; it had been sought mainly as a stop-gap measure by most customer countries though clearly outclassed by the time it appeared on the front. However it had the unique accolade of having fathered the excellent P-40 series of 'Hawks' which acquitted itself with great honour wherever it fought during the Second World War. One thing is certain – few aircraft of the period can boast to have donned such colourful schemes. So, as far as the modeller is concerned, the Hawk P-36/75 is a definite winner!

Richard J. Caruana

Classic Airframes have rapidly acquired a reputation for choosing unusual and attractive subjects that are well beyond the run of the mill. Aircraft like the Fokker DXXI, CR-42 and Defiant are poorly served even in 1/72nd scale, yet this company are showing a determination to support such aircraft in the more specialised scale of 1/48. Their latest introduction is the remarkable Polikarpov I-153, an example of that most rare beast, a biplane with retractable undercarriage.

Between the wars Russia's policy was to present a technologically advanced face to the world, and Polikarpov's I-16 Yastrebok was introduced in 1933 as an aircraft years ahead of its time, the first monoplane fighter with an enclosed cockpit and retractable undercarriage, the smallest, fastest and lightest in the world. However, the Russian Air Ministry had noted the effectiveness of the Fiat CR-32 biplanes operated by the Nationalists in the Spanish Civil War and just as the Italians were led into extending the career of the fighter biplane beyond its sell by date with the CR-42, Polikarpov was seduced into further development of the obsolescent I-15 biplane fighter. In technological terms they were taking two steps back after three forwards.

Production of the I-153 Chaika (Seagull, from the shape of the upper

mainstream kit standards. Surface details are more prolific and we're now seeing a difference in depth between, say, a panel line and a hinge line. Trailing edges are fine, for the first time (in the kits I personally have built) the major parts are not warped, and there's an effort being made to introduce alignment tabs and locating pins. The plastic seems

builder a chance to check the kit out, so let's get to it.

Starting Points

According to the instructions construction starts with the interior, but like most modellers I peruse these for ten minutes and then chuck them in the bottom of the box until I forget where I

being produced from plastic, for Classic had introduced some superb white metal castings in their Macchi 200 kit.

The resin parts were scrubbed clean using a worn out tooth brush and weak detergent then carefully rinsed and dried, while the brass sheet was annealed by heating and rapidly cooling, then all these parts were sprayed with Halford's Acrylic Primer. With this preparatory work done, construction as such could begin.

My preferred method with mixed media kits is to first get the really messy stuff out of the way. I didn't intend to go the 'whole hog' with the I-153 but I did notice that the cowling, propeller and undercarriage, which would be focal points of the model, were a little lacking in detail. The main undercarriage legs and their rear struts were assembled and prepared for painting and the comparatively large and very visible pulleys in the middle of the rear u/c struts added from slices carved from Contrail plastic rod. I also added some wedges cut from thin plastic card above and below the 'knee' joint in the rear strut.

The governor weights for the constant speed propeller were missing, these were added from plastic rod. Like the pulleys on the undercarriage, their appearance is shown very well on the box top painting so specialised reference material was not needed. (It's funny, these are the sort of



QUICK BUILD

Classic Airframes' 1/48th Scale Polikarpov I-153

An in-depth review by David Batt.

wing) began at two GAZ factories in early 1939 and the first aircraft went into combat with the Japanese at Khalkin Gol in the summer of that year. Initial successes were attributed to the Japanese pilots mistaking the type for the slower I-15bis (the pilots allegedly flew with their undercarriage down to lure the Japanese in, then retracted the wheels and accelerated into the attack) but the type soon became regarded as a liability. In the hands of a confident and independent pilot the I-153 was very manoeuvrable, but the aircraft was slower than its main opponent, the Nakajima Ki-27, so a less experienced pilot was unable to break off combat. The upper wing layout was unpopular as it interfered with the pilot's vision, and the type was vulnerable due to minimal armour protection.

In western Russia many I-153s were fated to be used as flares, being burned on the ground by the Luftwaffe during the first days of Operation Barbarossa, an unfair reward for Russia's support of the fledgling air arm in the 'twenties. (Just a reminder, in the first week of Barbarossa from 22 to 29 June 1941, over four thousand Russian aircraft were destroyed for the loss of 150 Luftwaffe aircraft) Many I-153s were used for ground attack instead of their intended role (I=Istrebitel; fighter) and it was in this guise that the type notably continued until 1943.

The Kit

It's apparent that Classic Airframes are working hard at improving the quality of their kits. The 'gates' where the parts are attached to the sprue are getting finer all the time and are now not far short of

marginally more rigid and 'conventional' than has been used, though I've welcomed the softer stuff in the past as it makes it easier to carve the model around. However, let's see how the I-153 goes together before commenting further. Overall, it's nice, they're definitely getting there.

Kit contents are, in brief, two sprues carrying 26 injection moulded plastic parts, three resin blocks providing nine pieces, a sheet of 23 etched brass parts, a vacuum-formed acetate sheet with a pair of windscreens, photographic foil for the instrument panel, plus a full colour painting guide, sheet of Propagteam decals and instruction sheet. Total price is £18.95. Major down side is the introduction of heat-shrink foil around the box. Now why do they do that? I'll continue to buy further Classic Airframes releases because I have come to know and believe in the manufacturer, but there's a lot of people out there who haven't yet checked these kits out and this foil stops them having a reasonable look before disposing with their hard earned dosh.

Still, some will say that's what reviews are for, to give the prospective

am. All the parts were removed from the sprues, and note that although the sprue gates are getting better there are still one or two places (notably the tailplane halves) where a razor saw is a better option than side cutters, for space is limited. The parts were cleaned up by either scraping with a knife blade or using jewellers' files as appropriate.

Watch out for some tiny details which can be easily removed, such as the navigation lights in the tips of the upper wing and the curve of the rudder.

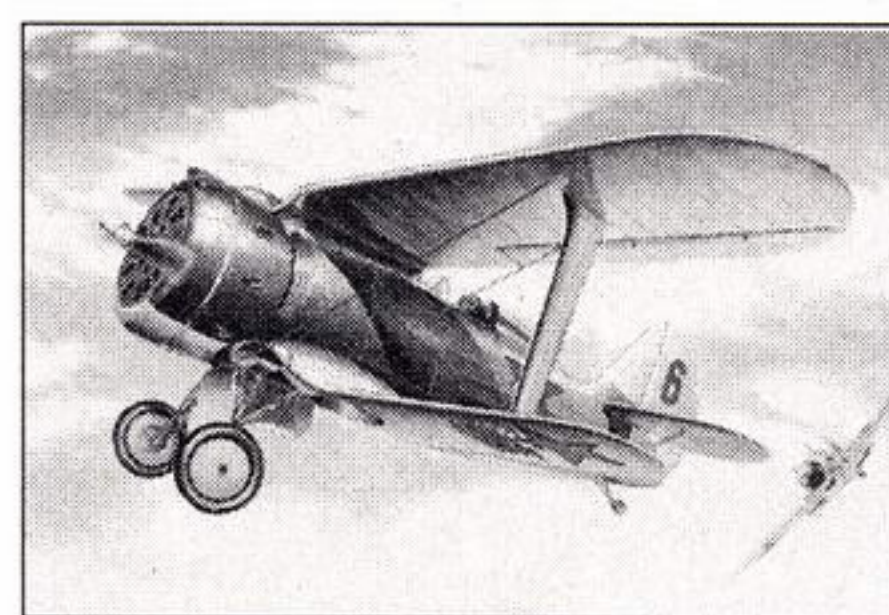
Some of the locating holes were drilled or cut out. Those for

the interplane struts had to be made a little more positive, while others, such as the slots for the tailplane, had filled up as if a bubble had been trapped within a resin mould. The propeller and the main wheel had to have holes drilled right through them to take the axles or prop shaft, and the holes were made more positive in other areas, for example the tyre valve access (?) in the wheel hubs and the holes for rigging bars in the rear fuselage. The undercarriage struts came in for special attention as they had slight but obvious mould lines, and I must confess I was surprised to find these flimsy items still

items you'd expect to find on an Eduard sheet of super detailing parts for a mainstream kit, but they've been omitted from a kit using Eduard parts).

All the exhaust ports, indicated by rough dimples around the cowling, were drilled out at an angle and short lengths of Contrail plastic tube glued in. These were cut off parallel with the cowling sides so that they protruded about 0.5mm. The baffle plate had bulged out in one area (though this looks like a 'one-off' problem to me) and this was filed off and polished. Holes were also drilled into the baffle plate and the lip of the cowling to take smaller diameter tubing to represent the gun's blast tubes, and the ring of small holes around the prop shaft were also drilled out. A small piece of plastic card was needed to fill a large gap between the air intake on the cowling and the upper wing fairing.

As I was building the model as a quick and easy project - therapy to get over this manufacturer's Defiant, I suppose (q.v.) - I wasn't as observant as I might have been and missed two errors in the contours until the I-153 was finished. Classic's rendition of the cowling is a truncated cone with the base to the front, and it does look quite angular. It should be much more curvaceous and in fact a true shape is very well shown on the kit's full colour painting instructions. I suggest a fillet of epoxy filler should be built up in the inside of the cowling's leading edge and then the gentle curve between the baffle plate and the cowling strap filed in. The upper air intake would have to be scratch built from plastic card and the gun blast tubes installed as already described.



Box art

The tailplane is also incorrect in its outline shape. In the kit it has an almost pointed planform, but the shape should be more like a well-rounded Sopwith. Once again the colour instructions have got it right, but I don't think there's enough meat in the kit's parts for them to be reshaped. The best solution will be to cut a blank from plastic card, scrape and sand it to aerofoil section and skin it with 5 thou plastic card to give the ribbed effect.

Personally I didn't attend to these differences as I'm not so familiar with the aircraft that the differences in shape are oppressively apparent. I find the I-153 "interesting" from an historical and technological view point, rather than "gripping" as a subject in its own right.

The lower wing had the undercarriage apertures cleaned up, the U/C support added and then the cockpit floor was positioned. With this part I found the first instance where plastic surgery had to be endured rather than introduced for cosmetic reasons. It's not at all clear how the floor should be fitted. The side elevation in the instructions is confusing as it doesn't show the whole length of the floor, but it has to be fitted so that its rear touches the rear of the lower wing piece. To do this, the back of the deep well in the forward floor has to be cut away, then the base of the well sanded or scraped so that the front part of the floor is parallel with the lower wing to fuselage joint line. Got it? No? Then read this paragraph again because it is important.

OK-now for the next bit, tapering the rear of the floor to fit within the fuselage sides. The simplest solution is to tape together the fuselage halves, then offer the wing and floor to the fuselage and carve back a bit at a time until it fits properly.

Where There's Muck....

Now for a bit of brass work. No less than six pieces require curving (as opposed to bending) so a quick reminder; use a short length of steel rod (16,14 or 12 s.w.g.) as a rolling pin over the brass when it's laid on a piece of thick card or several layers of paper. All four u/c doors, the large exhaust pipe and the upper parts of the cockpit sides need this treatment.

The cockpit interior framing is folded up from a single etched brass part, and I fitted mine to the cockpit floor. The lower front corners of the cockpit framework butt up against the prominent ridge that runs across the floor just in front of the heel boards, and the upper part of the etching with the detail of the cockpit interior then lines up accurately with the cockpit opening.

From this point the job proceeded fairly smoothly, very easily by multi media standards. A couple of levers (gun cocking handles and throttle, I think) are fitted within the frame, and these had blobs of PVA glue added to their handles to bulk them out a bit. The u/c door inners and outerbays, the cockpit structure and the fuselage interior were then all sprayed "dark grey". I confess I don't know what this colour should be, but contemporary photos show that it's a fairly light "dark grey" and I understand that like many paint shades of the time it could vary considerably according to factory conditions, so I used Humbrol 123



The cockpit floor and wing joined so that the interior lines up with the cockpit opening

mixed 50:50 with Humbrol 129 which produced a neutral shade.

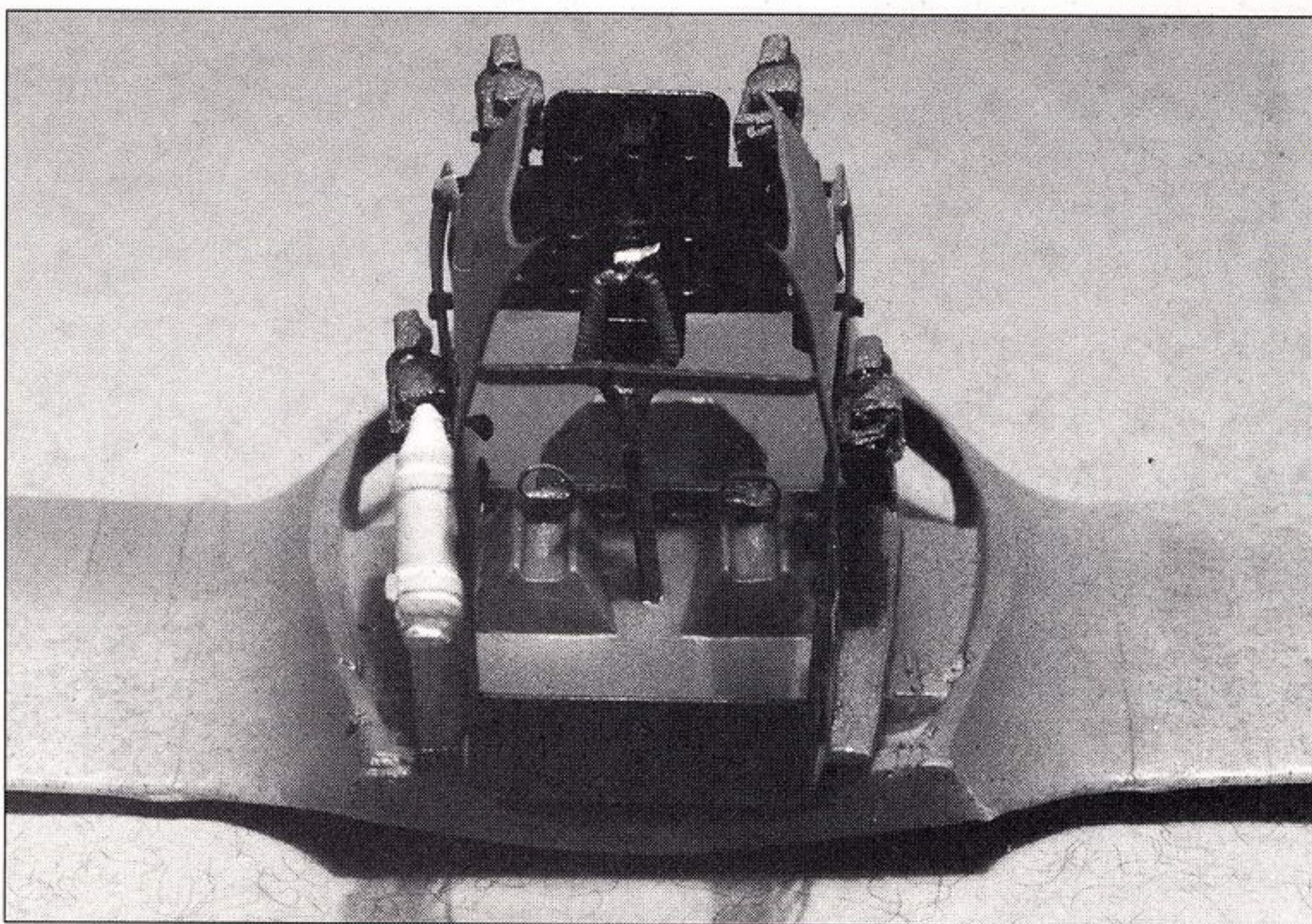
The oxygen cylinder (?) is described as "white", while the seat is "light grey". I was content to follow these instructions and finished the cockpit off with the instrument panels and control handles in semi-gloss black and the guns in Humbrol Gunmetal. Seat straps were Humbrol 72 while the headrest, control column bindings and, subsequently, the cockpit's padded edges were Humbrol 113. If one accepts the photos of the Polikarpov I-153 interior as representative, then the Classic kit is convincing.

Classic suggest in their instructions that the fuselage halves are then assembled around the lower wing and cockpit before the upper wing is installed. I felt that it was the upper wing to

those join lines between the wings where they would be difficult to get to, are superb. A little work was required, particularly to fill a narrow gap around the 'chin' area and the lower wing trailing edge, but this was very easy to deal with. A very nice job by Classic that indicates that the model has been crafted by separating a completed master instead of a working from a collection of discrete parts. If any hassle was to be found, it was gluing the upper sides of the cockpit frame to the cockpit edge.

Final Stages

With a little careful clearing out of the locating holes the tailplane was attached, taking care to get it 'true' (properly aligned with the wings and tail) then the tail struts were prepared from Contrail



Last chance to see the interior - the cockpit opening is small

fuselage join that would require the greatest attention (specifically, the line between the upper wing and the cockpit) so brought these three major parts together and cleaned them up while the delicate cockpit interior was kept safely to one side. The lower wing was then successfully attached by first feeding in the interior and then fixing the parts by running a brush load of liquid cement along the join line.

I'm pleased to tell readers that the area that may cause the greatest concern,

strut material. Classic supply a pair of V-struts on the brass sheet for the tail, but they look far too two-dimensional and they're easier to replace than to build up. The tailwheel is a resin casting, this was offered up to check for fit but like the interplane and the tail struts was left off until after the final cleaning up. Likewise the cowling, this was checked for fit, particularly where the air intake had to line up with the upper wing, and then put to one side.

Suddenly (and I mean a little over a

week for a multi-media kit...good grief, what's the world coming to?) the model was ready for a final check over and clean up. Gently scrubbed clean, rinsed off and dried, the tailwheel, tail struts and large exhaust port fairing were added. One little touch added at this time were the sway braces on the bomb racks, made from quarter circles cut from slices of suitable Contrail plastic tubing. The cowling and u/c doors were kept separate, then the model was masked off (damp tissue stuffed into the u/c bays and cockpit) and sprayed with Halford's Acrylic Primer as a final check before painting.

Two decal options are provided, the one on the box top painting from the 8th Fighter Regiment, Black Sea Fleet, Soviet Naval Aviation, and the other an aircraft from an unidentified fighter regiment based at Minsk with a rough mottle of green over silver. I picked the latter so the whole thing was sprayed with Humbrol 11, which is a fair match for silver dope. The markings were added - an arduous task, there are but 10 items on the decal sheet and all but two of them are used. This took something like 20 minutes while watching the X-Files. I have to say the Chaika looked so attractive at this stage, with all the allure but none of the streamlining of a Hawker Fury, I was tempted to leave it as it was. This would have been acceptable as the original would have appeared in this guise during the winter months.

However, the green splodges were finally added from Humbrol 30, dabbing them on quite coarsely (think of a 1/48 scale mechanic working under pressure with a two inch brush) and working around the markings. Be warned, don't use a 'best brush' as this sort of abuse turns a useful tool into a paint stirrer in just half an hour! The model was left in this state (ie, without varnishing) for the matt of the paint contrasts with the gloss of the silver in a most appropriate fashion.

Finishing Off

Installing the undercarriage was a delicate task for the locating positions aren't as positive as they might be and the joint between the main leg and the trailing strut is not indicated at all. I added all the doors to my version, but note that 'Red 6' didn't carry the wheel covers. Note also that 'Red 6' had an aerial mast, this should be made from a 6mm long piece of thin rod located at the thickest part of the port wing's second rib.

The seat was fitted as a final step, as the back of the headrest is glued to the rear fairing. It went through the opening sideways quite easily, and was carefully turned inside the cockpit before cyanoacrylate was used to fix it in place.

A small flat was filed on the main wheels before they were painted Xtracolor Tyre Black and fitted. The rigging was added from heat stretched clear sprue and the doubled front flying wire caused some consternation until I figured out how to make up each paired wire on a cutting mat with spacers to either end before fixing it in place with Humbrol Clearfix. Each wire was tensioned after fitting by waving a heated pin next to them until they pulled tight.

The brilliantly polished cowling strap was added from a strip cut from a chocolate wrapper fixed in place with clear varnish.

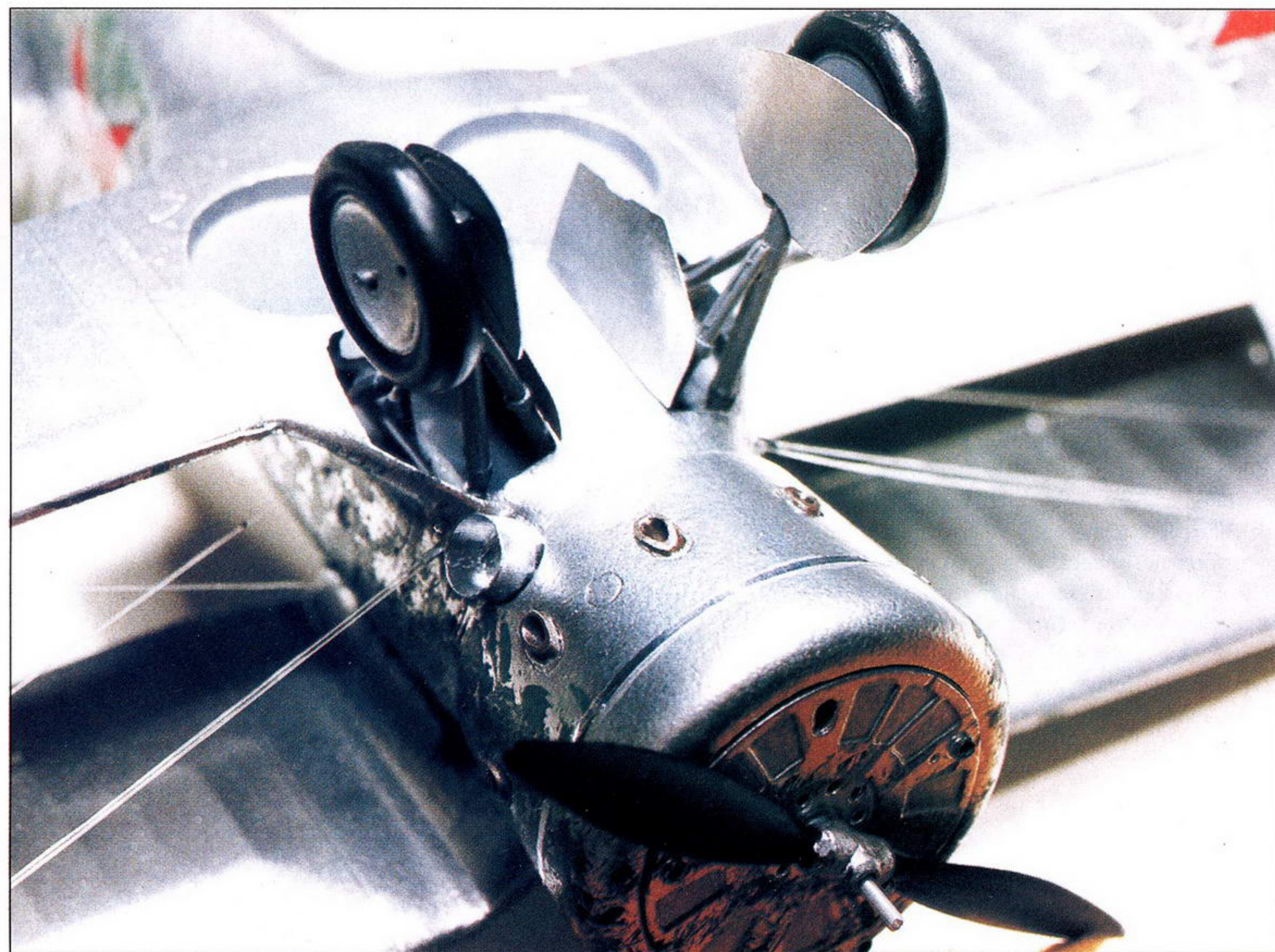
The sight array is not well shown in the instructions, for they imply that the long section is the base. This does in fact represent an Aldis, so the section at either end should be bent into a 'U' shape and a slot cut into the windscreen to take the tube. Cockpit framing was applied from thin strips of decal film painted silver.

Weathering was minimal, a few exhaust traces behind the ejector stubs and a dusting of Earth on the underside, added from ground pastels. The representation of paint stripped away to show natural metal is appropriate around the cowling panels and foot steps, but on a silver doped aircraft these are hardly visible.

Summary

According to a scale rule and the dimensions given in the Squadron/Signal book the model is absolutely correct in scale length but all of nine inches short in span. However, I think that the purist should be more concerned about the cowling and tailplane contours than an arbitrary 5mm in the wingspan. Classic Airframes should give serious consideration to adding corrected parts to future production runs, perhaps cast from resin.

This kit is very expensive particularly when compared to the Macchi 200, which has a very fair price. Would it be impertinent to suggest - to the manufacturers, whose prices to the trade dictate the price to the modeller - that £12.95 would be more appropriate than £18.95? You could sell twice as many kits, which would make up for the difference.



Detail of the completed undercarriage. The wheel wells are too shallow, but cutting them out will cause more problems than it cures.

That aside, I'd suggest that this is a good starting point for any modeller bracing themselves to make the 'Quantum Leap' from the mainstream into the Multimedia, for although it's fiddly like any M-M kit the actual volume of work is not intimidating.

David Batt



Kit contents laid out



Cowling details. The guns' blast tubes and exhaust stubs are from plastic tube set into drilled holes, and the ring of holes around the prop shaft have been drilled out as well. Note also the propeller weights added from plastic rod, and the cowling's restraining strap from a sweet wrapper.



The finished model

In 1956 the United States Navy issued a requirement specification for an all purpose jet trainer to get its pilots qualified for carrier operation and further advanced strike training. In response to this North American Rockwell designed and built the T-2 Buckeye, a tandem two seater powered by a single Westinghouse J-34-WE-48 engine of old design and ultimately inadequate power.

The type entered service quite successfully but in 1960 engine design technology had moved on and in early 1962 two T-2A Buckeyes were fitted out with newer engines. In fact, each aircraft was fitted with two J-60 Turbojets giving the Buckeye a tremendous improvement in performance coupled with twin engine reliability. Besides the more obvious improvements in performance the take off distance was decreased to around 1800 feet and the range improved by 165 nautical miles.



Web Foot Trainer

by Colin Peck

With the advent of yet better powerplants the navy had the type uprated yet again and the T-2C made its first flight in April 1968 with more cost effective J-85-GE-4 engines. The main benefit of this was better fuel consumption and production stopped after the manufacture of 231 T-2C machines.

The Buckeye operated with the US Navy Test Pilot School besides the various Air Training squadrons and the type was also purchased by the Venezuelan and Greek Air Forces for use as a standard front line aircraft. Some of the US Navy machines were also operated as target tugs and the Buckeye

virtually replaced most of the two seat Cougars and many of the Skyhawks in the standard training role.

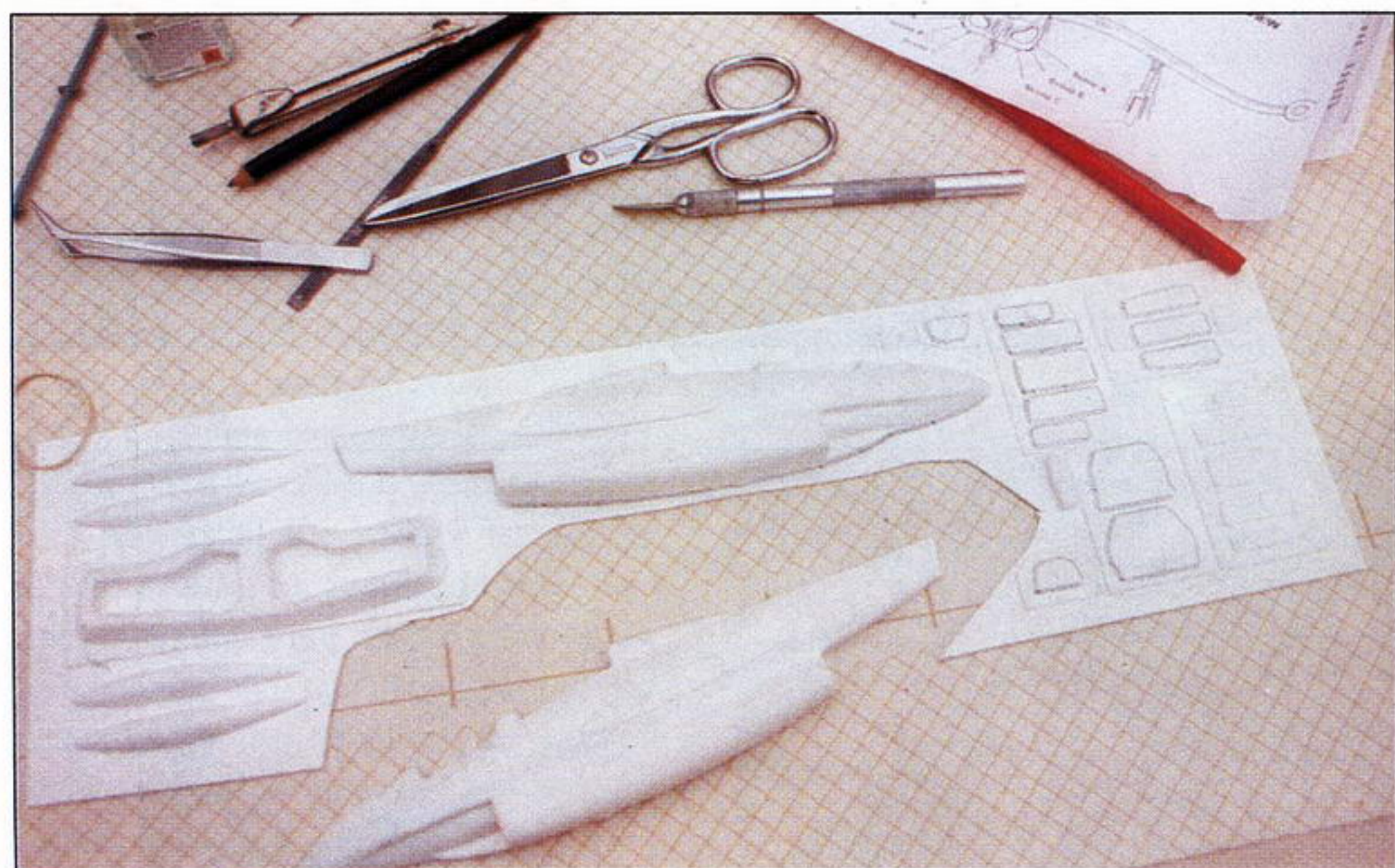
The 1/48 scale kit featured in this article is in the 'Golden Wings' series of vacuform and mixed media kits both distributed by Maintrack Models and fills a gap in collections of US Navy types. So many Tomcats, Phantoms and Intruders have been produced but the very type that provided the training never got a look in and the only other kit produced was by Matchbox in 1/72nd scale.

The Golden Wings kit features all construction in vac-formed white plastic with caramel coloured resin jet intakes

and exhaust shield. The jet outlet pipes and all undercarriage components are cast in white metal and three decal options are included. These are a machine from the U.S.N. Test Pilot School, another from VF-43 in the 'Aggressor' colour scheme and finally a standard trainer from VT-23 whose squadron motto is the 'Professionals'. A machine from this latter squadron is the subject that I chose, 159722, that operated from Navy Air Station, Kingsville in 1984.

This is, I think, the most striking option as it incorporates some large 'high viz' markings in red on the wing tips and tail and also a large area of black on the cockpit canopy fairing and nose. The canopy, incidentally is very nicely done which is just as well since it occupies about one third of the fuselage length but care must be taken as only one is supplied.

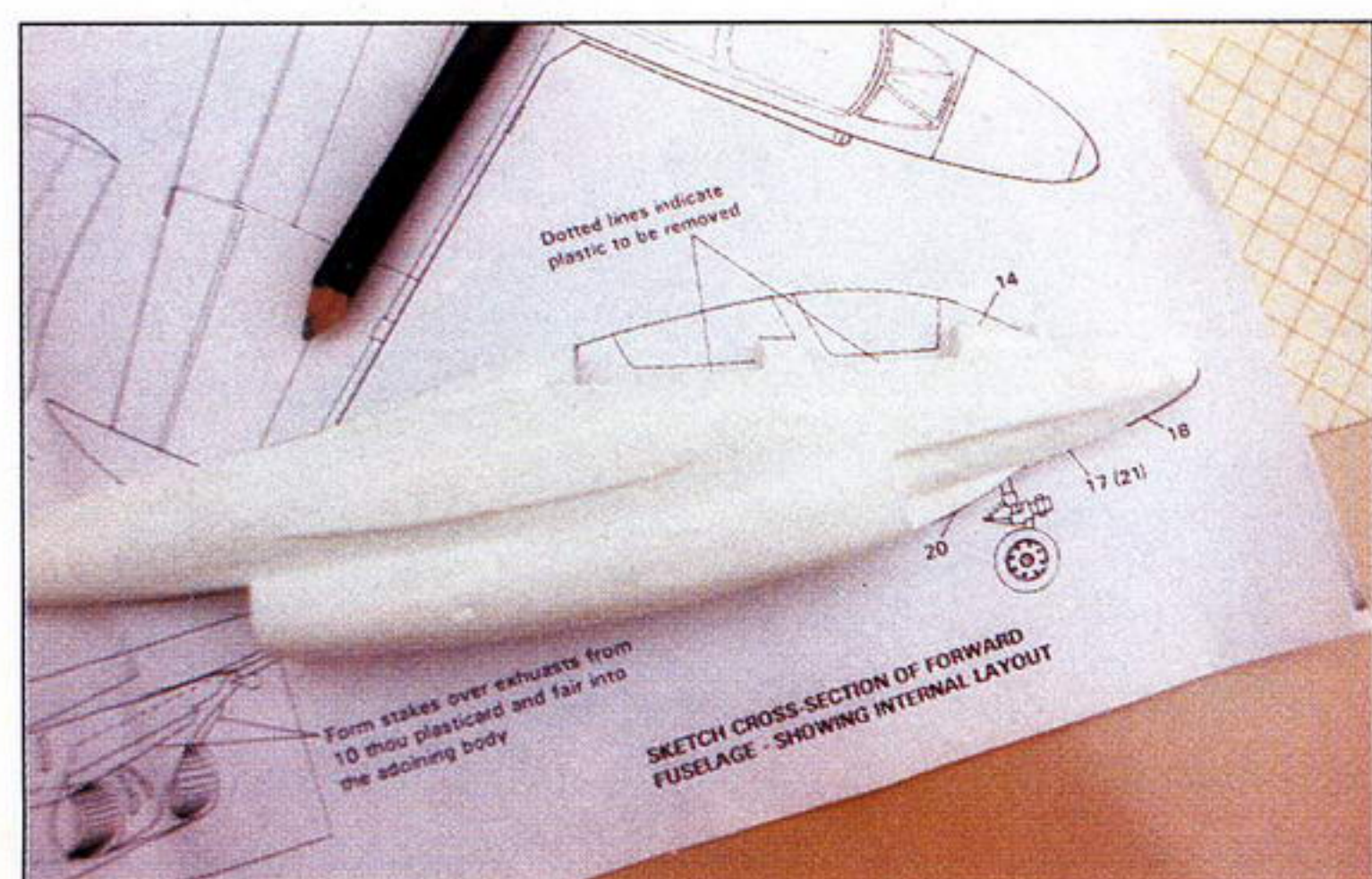
The kit comes well packed in a sturdy box and comprises two large sheets on which the component parts are stamped



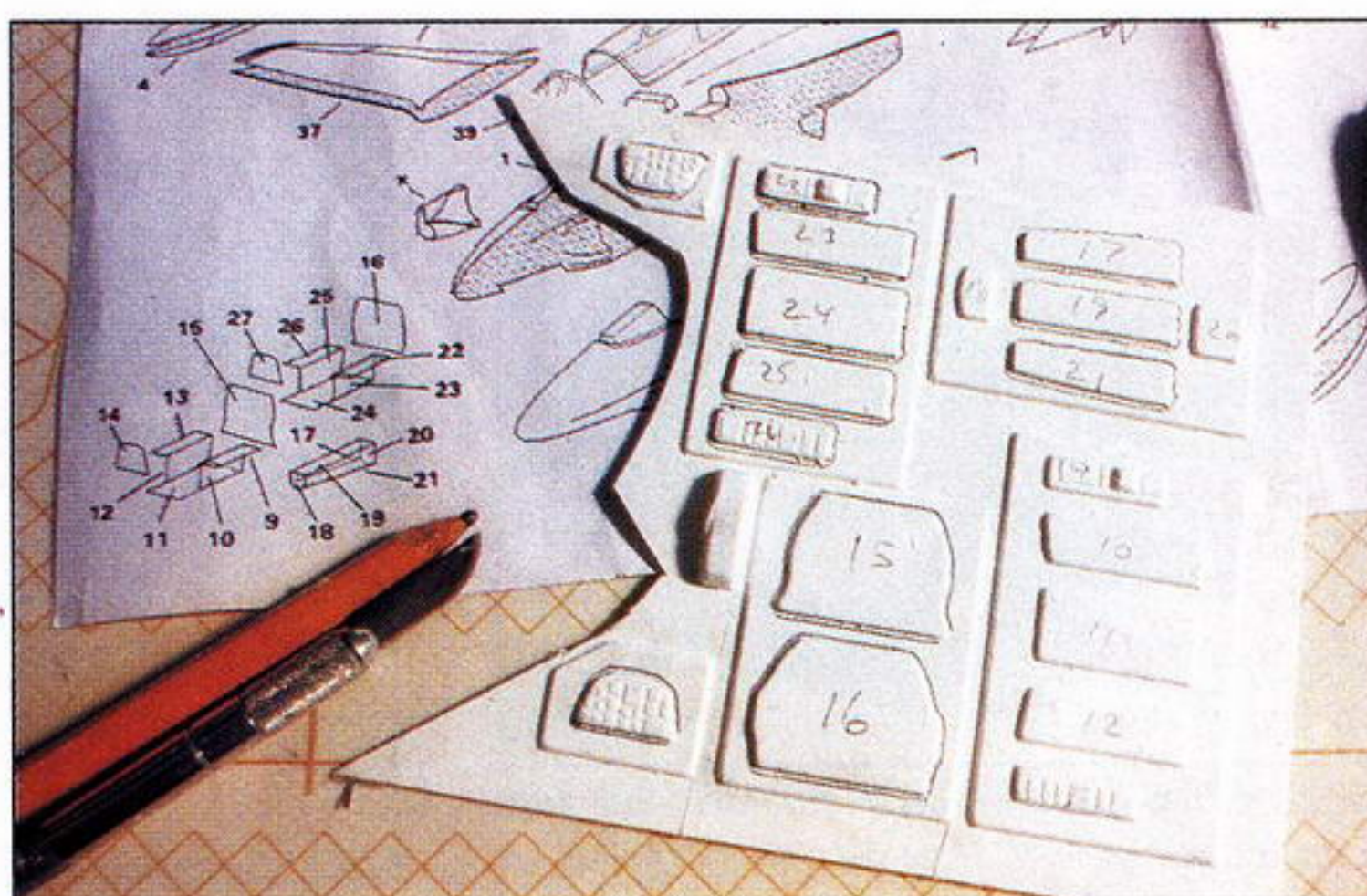
Cutting out the fuselage



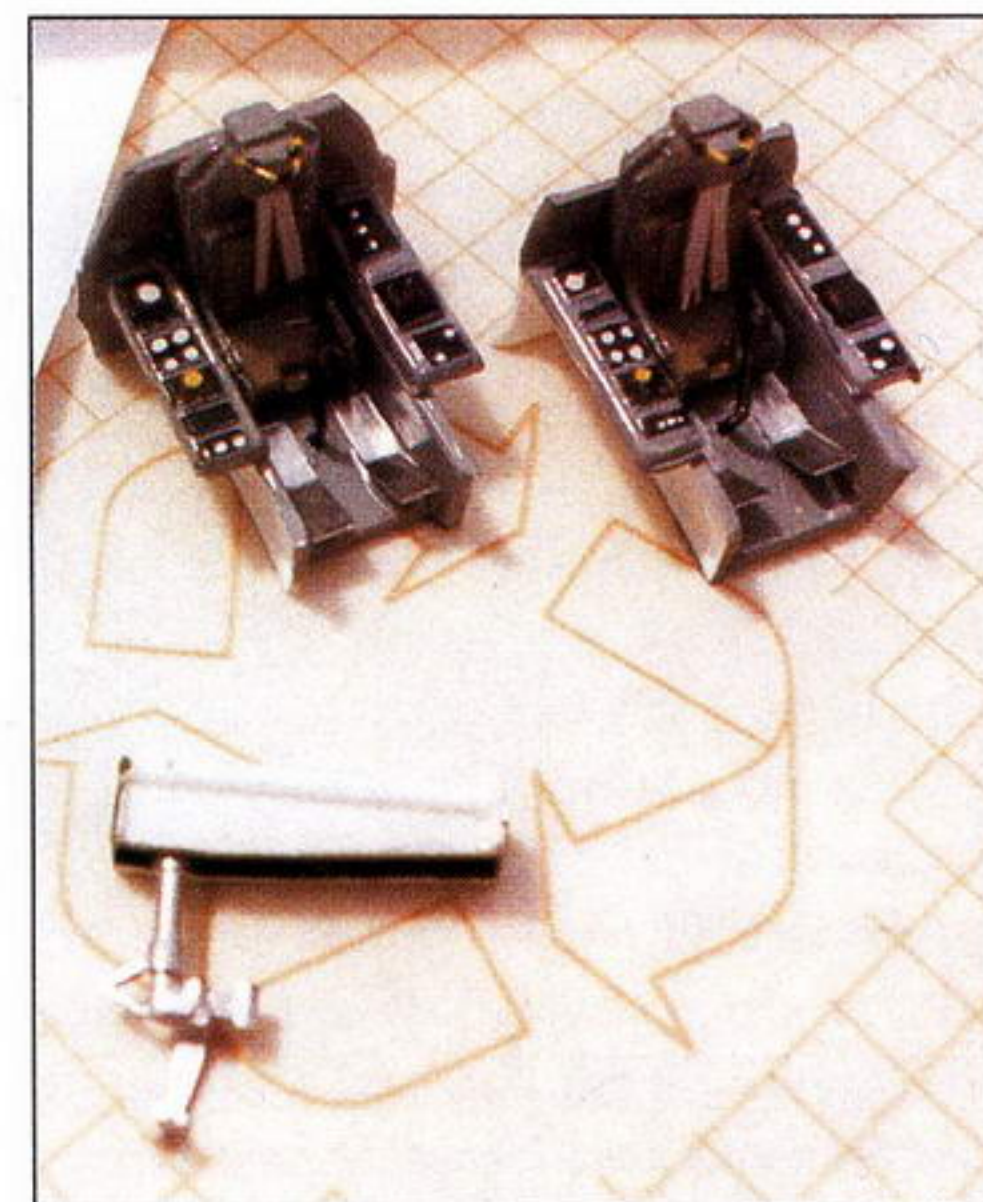
The kit's contents



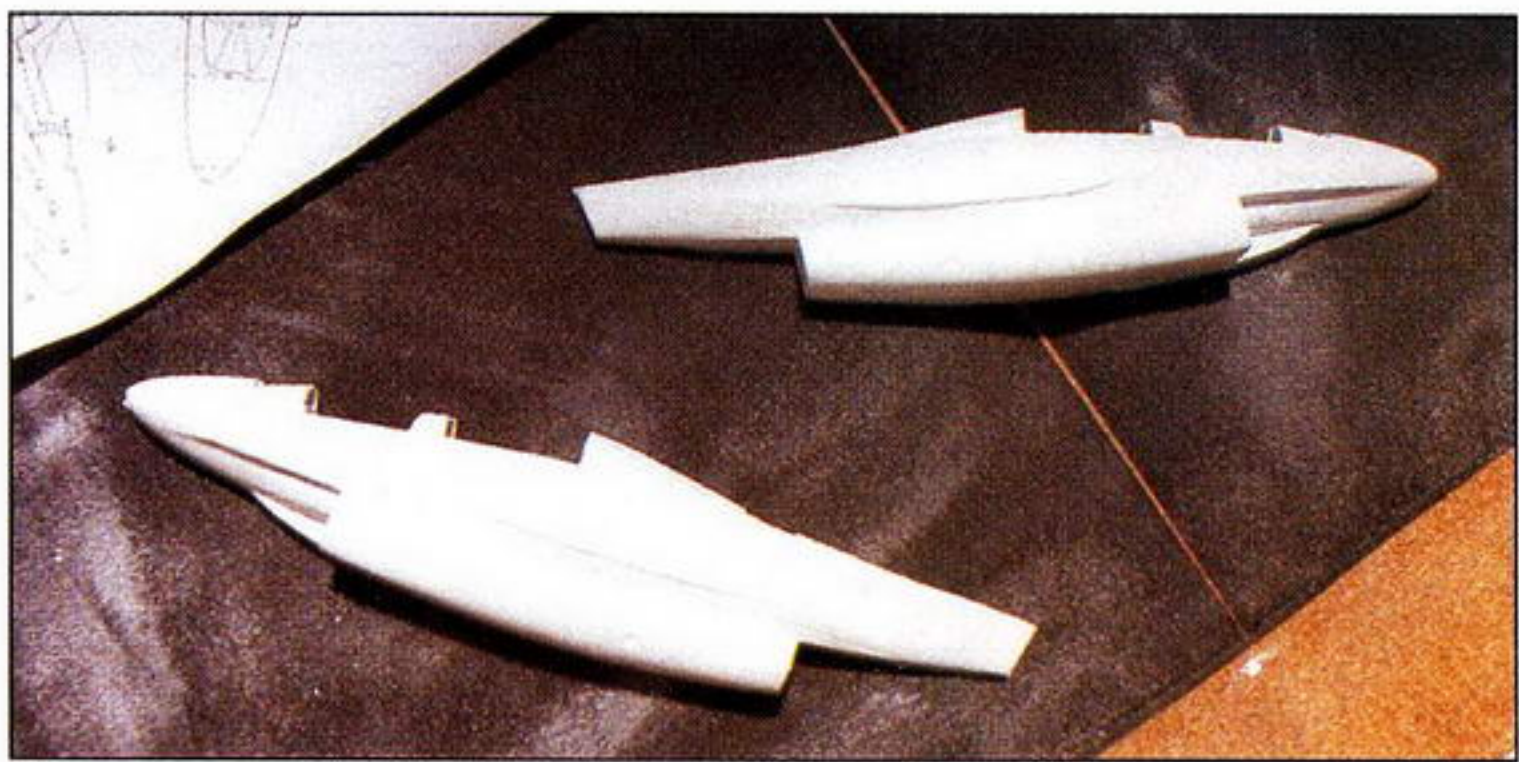
Checking the dimensions of the cockpit



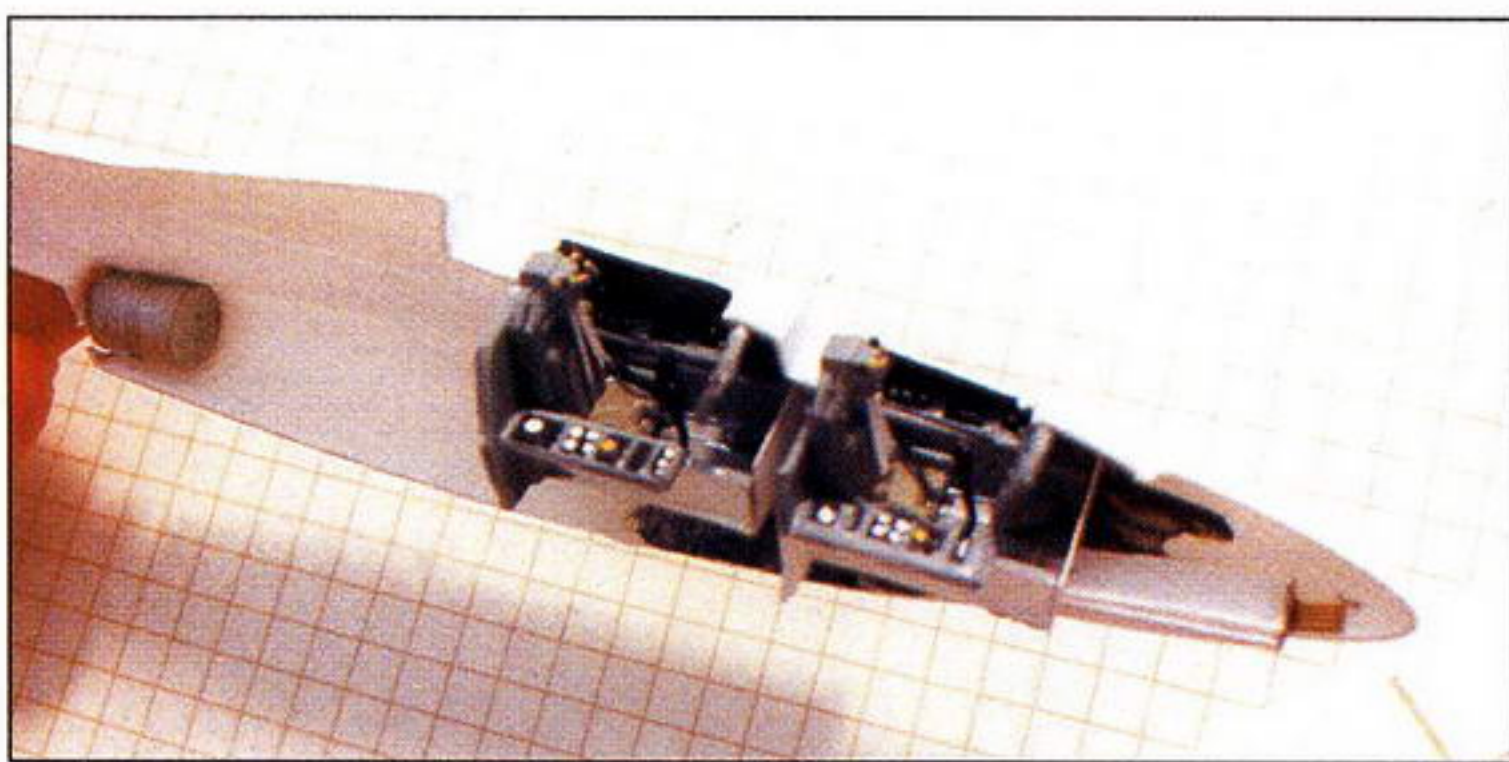
The cockpit components



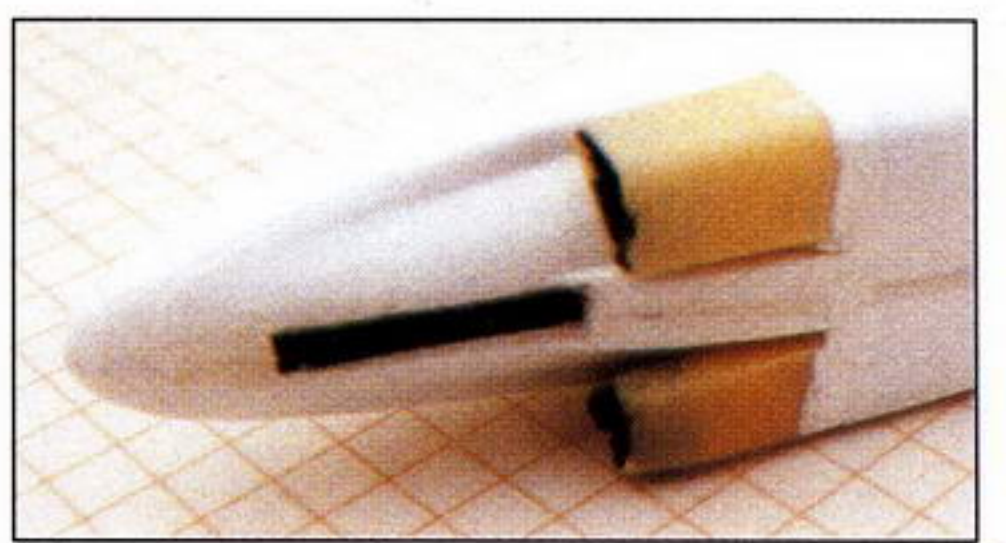
Cockpit and nose wheel bay



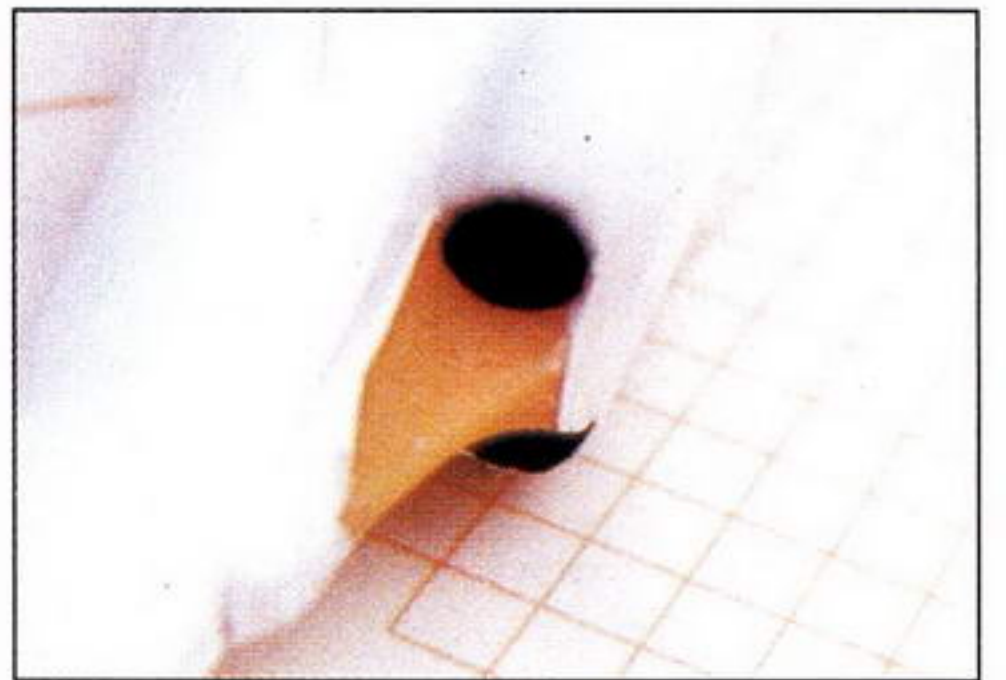
Sanding the components



Cockpit and jet pipe



The resin jet intakes



The resin engine fairing

or vacuformed ready for cutting out. Some of the more intricate items are in resin and white metal and there is a large two sheet set of plans with good views of the model in 1/48th scale.

These plans indicate cutting points for the cockpit layout and installation of the two seat units and instrument panels etc. and are generally indispensable. While the written instructions are pretty good I felt some additional reference material would be of help on this project and so I purchased a copy of 'T-2 Buckeye', Naval Fighters No. 15, by Steve Ginter.

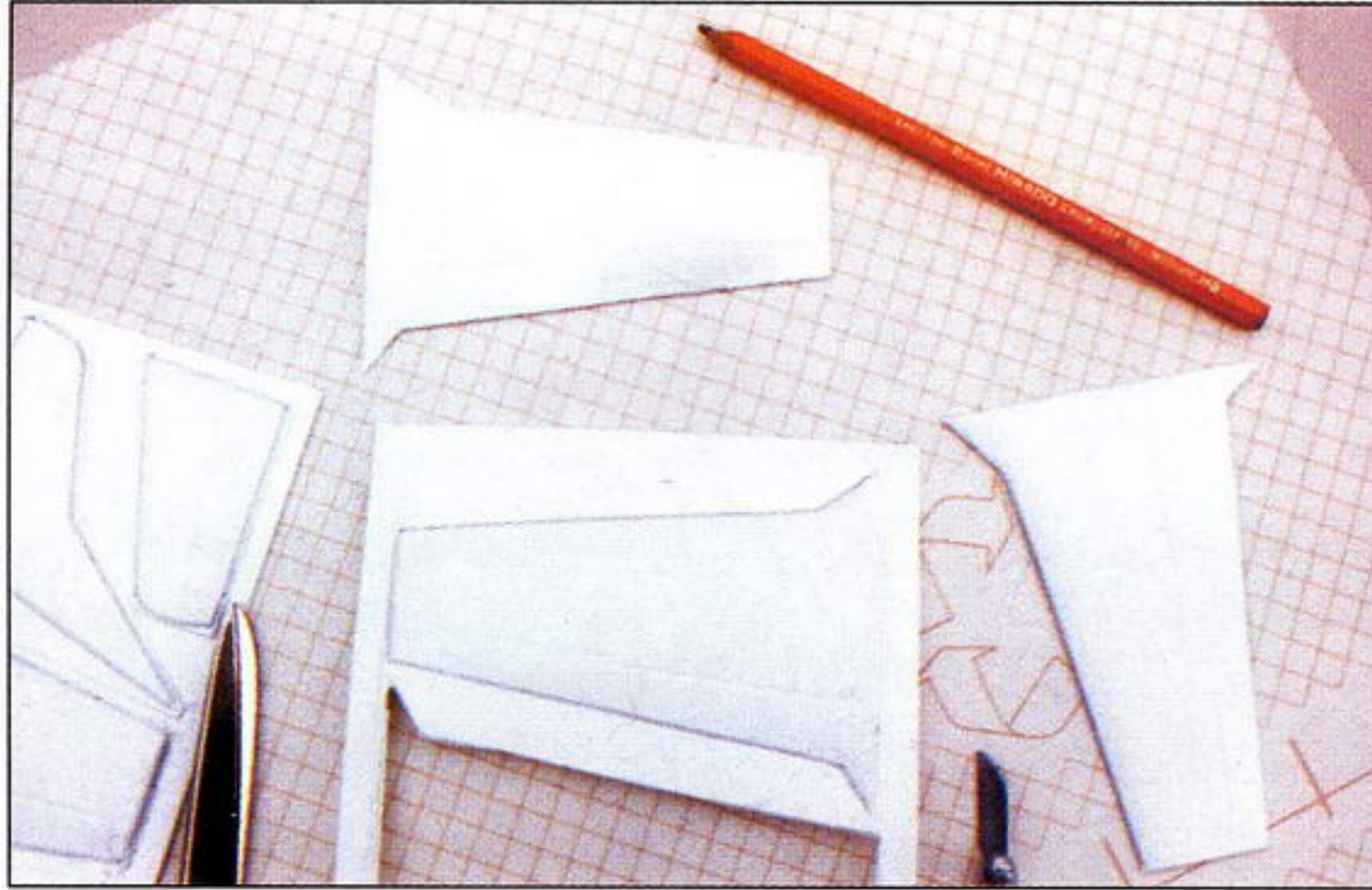
This publication gives very comprehensive coverage of the type, plenty of detail reference and even includes a photo of the aircraft that I chose to model. There are notes and diagrams on servicing the real thing so if you wish to create a diorama you probably will not go wrong with this title.

As with many large vacs, the kit is quite

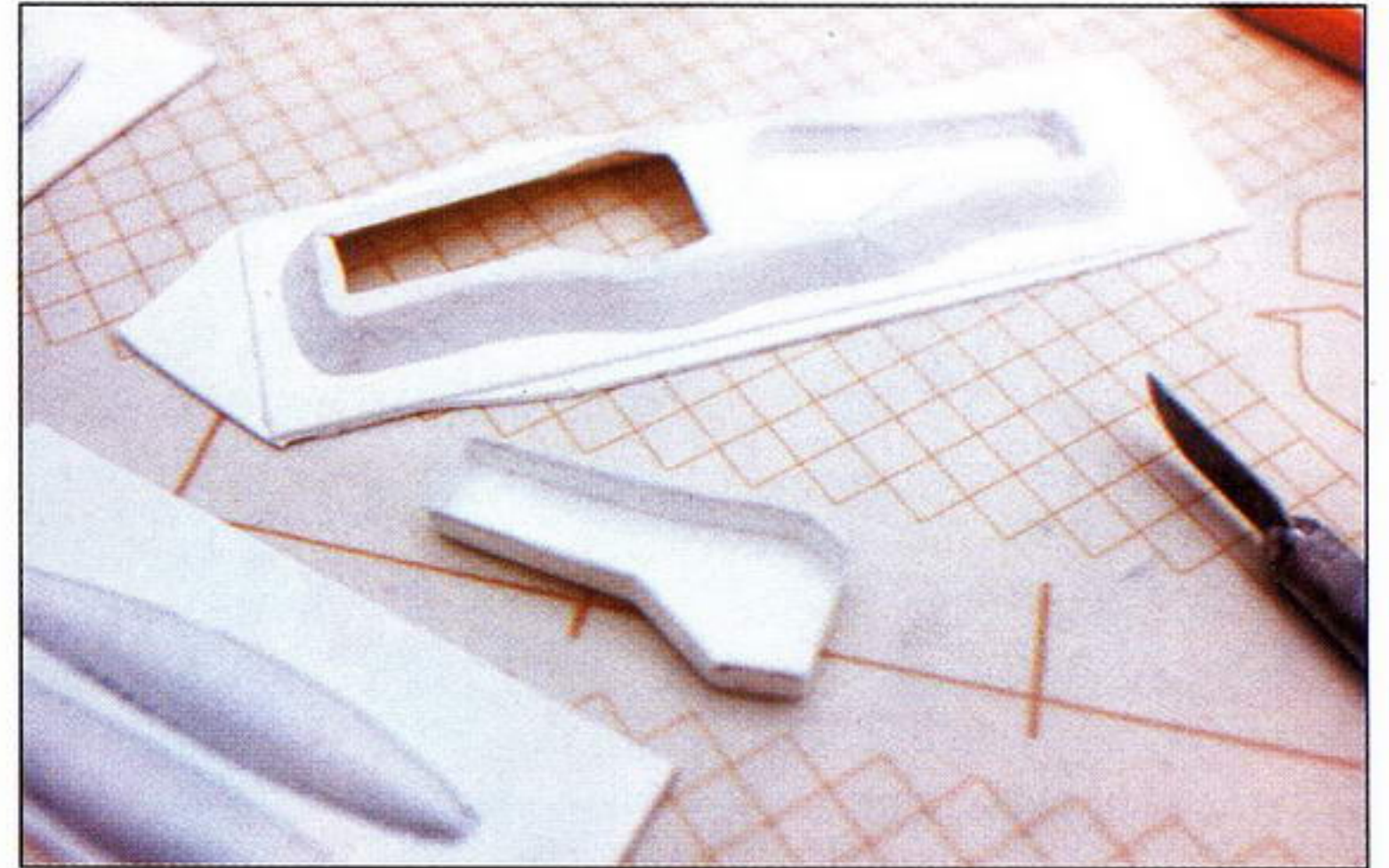
simple in that you have to build virtually everything from basics. In the Buckeye kit the cockpit tubs have to be built from the basic sheet but on the plus side the ejection seats are nicely cast in resin.

The first job is to pencil round the components, cut them out with a craft

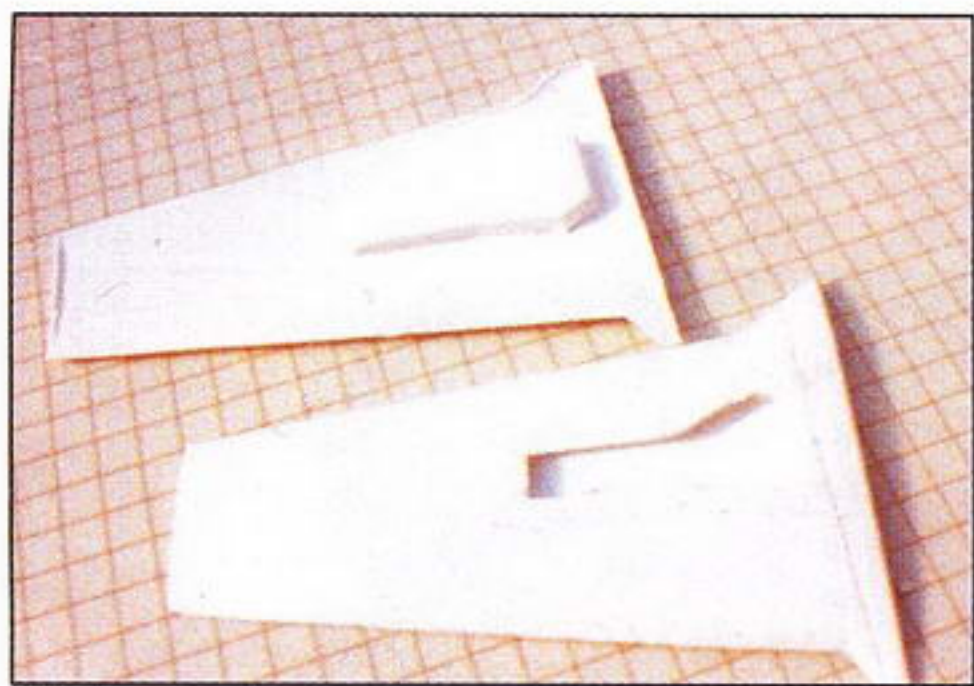
knife by scoring this line and then gently bending the plastic to release the items. The cockpit tub items were all numbered and assembly commenced. While those units were drying off the fuselage halves were sanded and matched for size. Liquid cement was used throughout



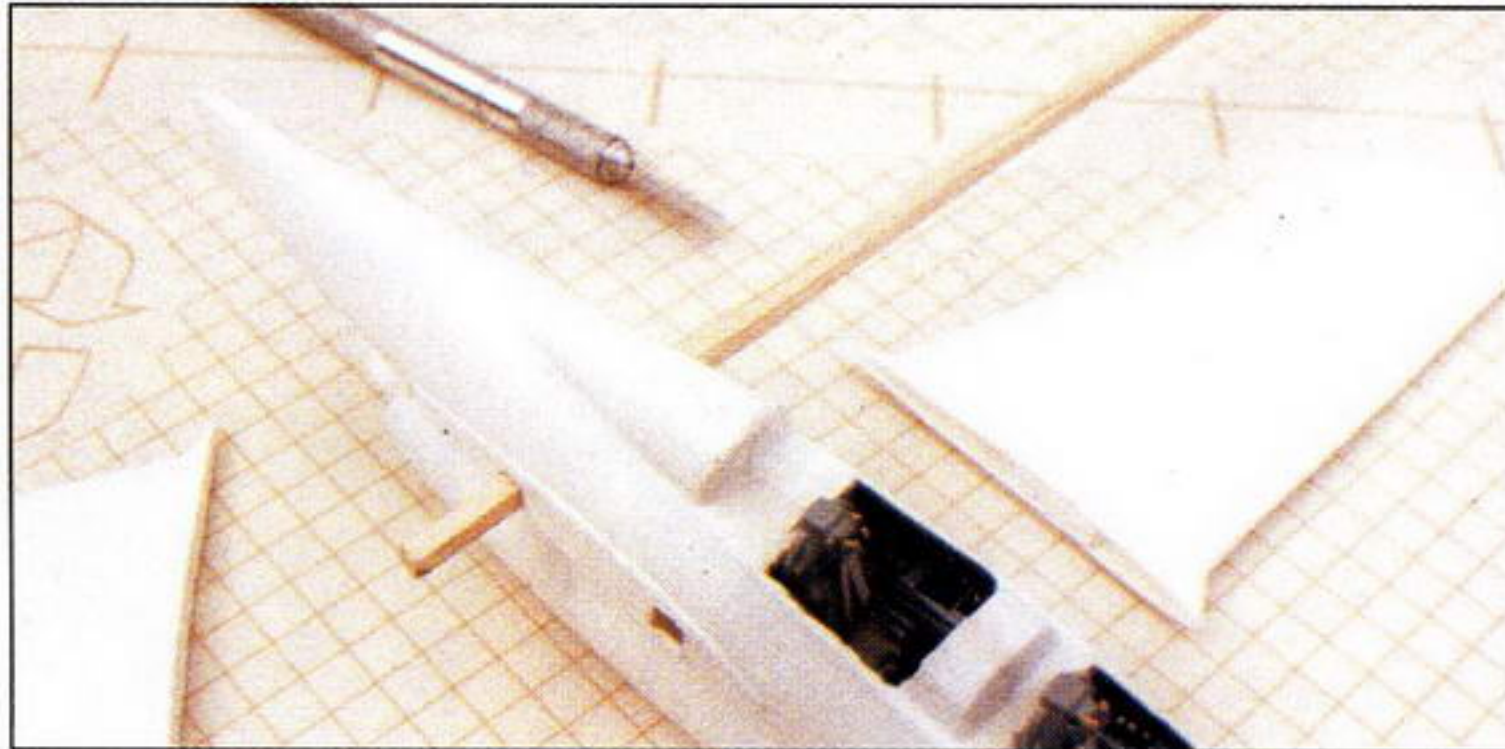
Wings



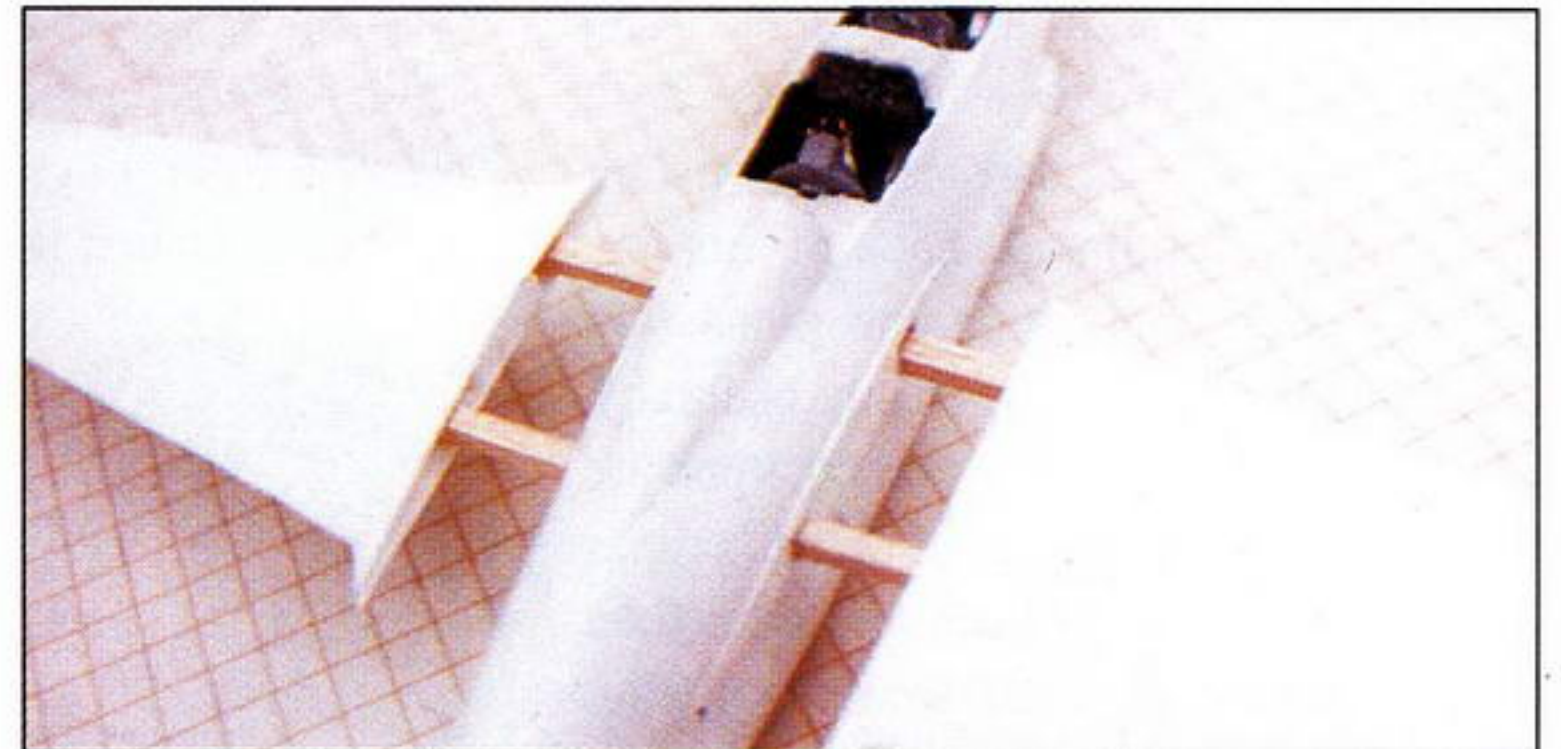
Undercarriage bays



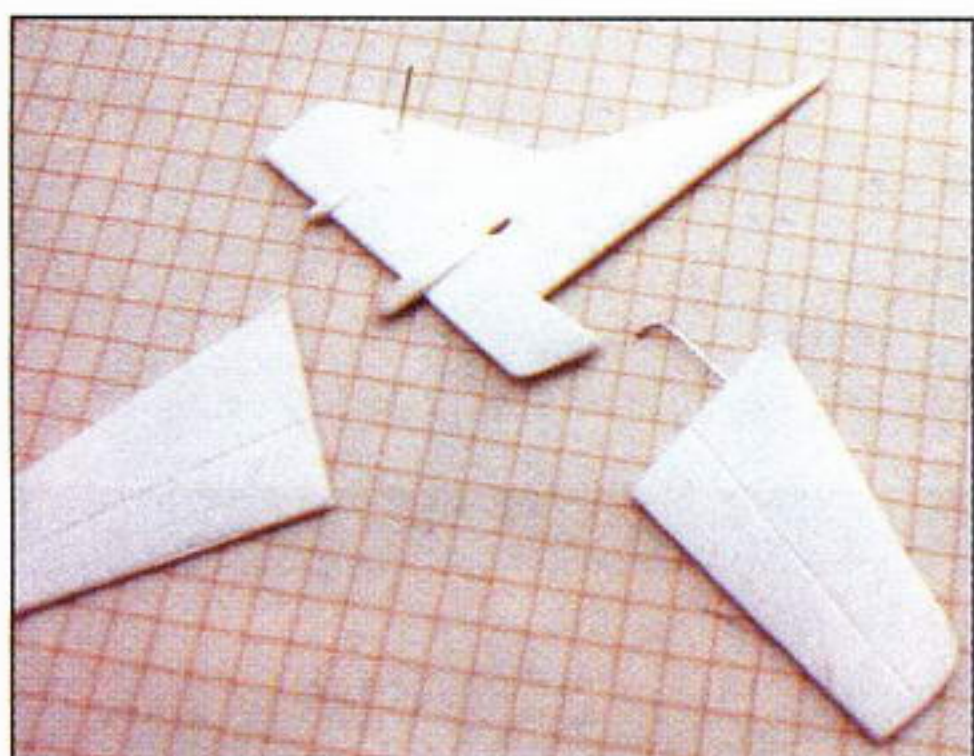
Fitting the bays



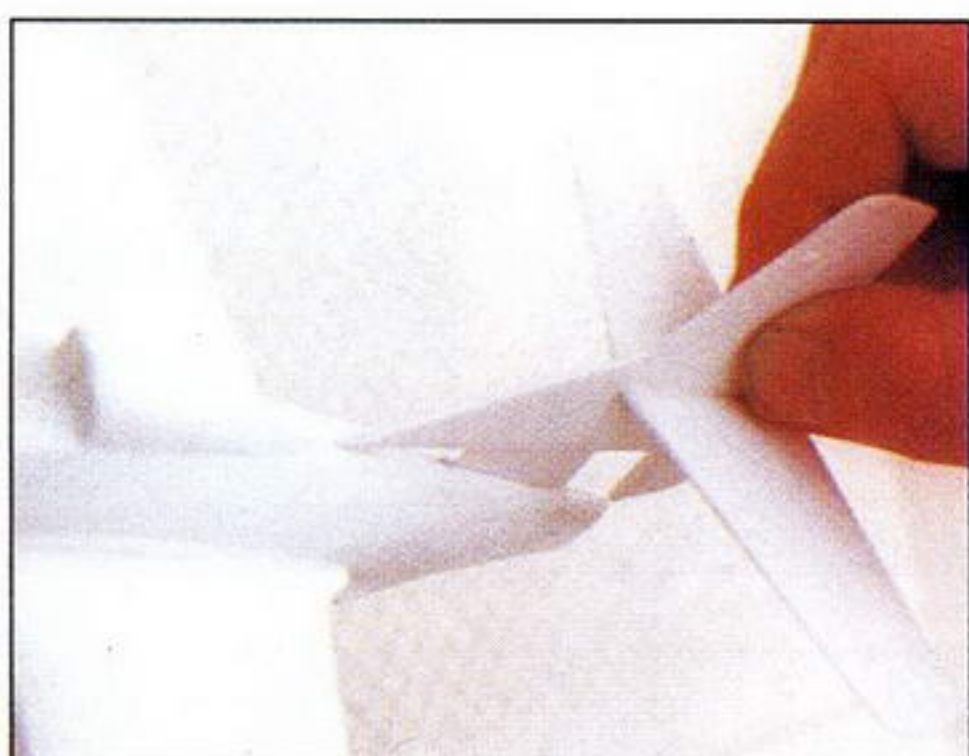
Fitting the wing spars



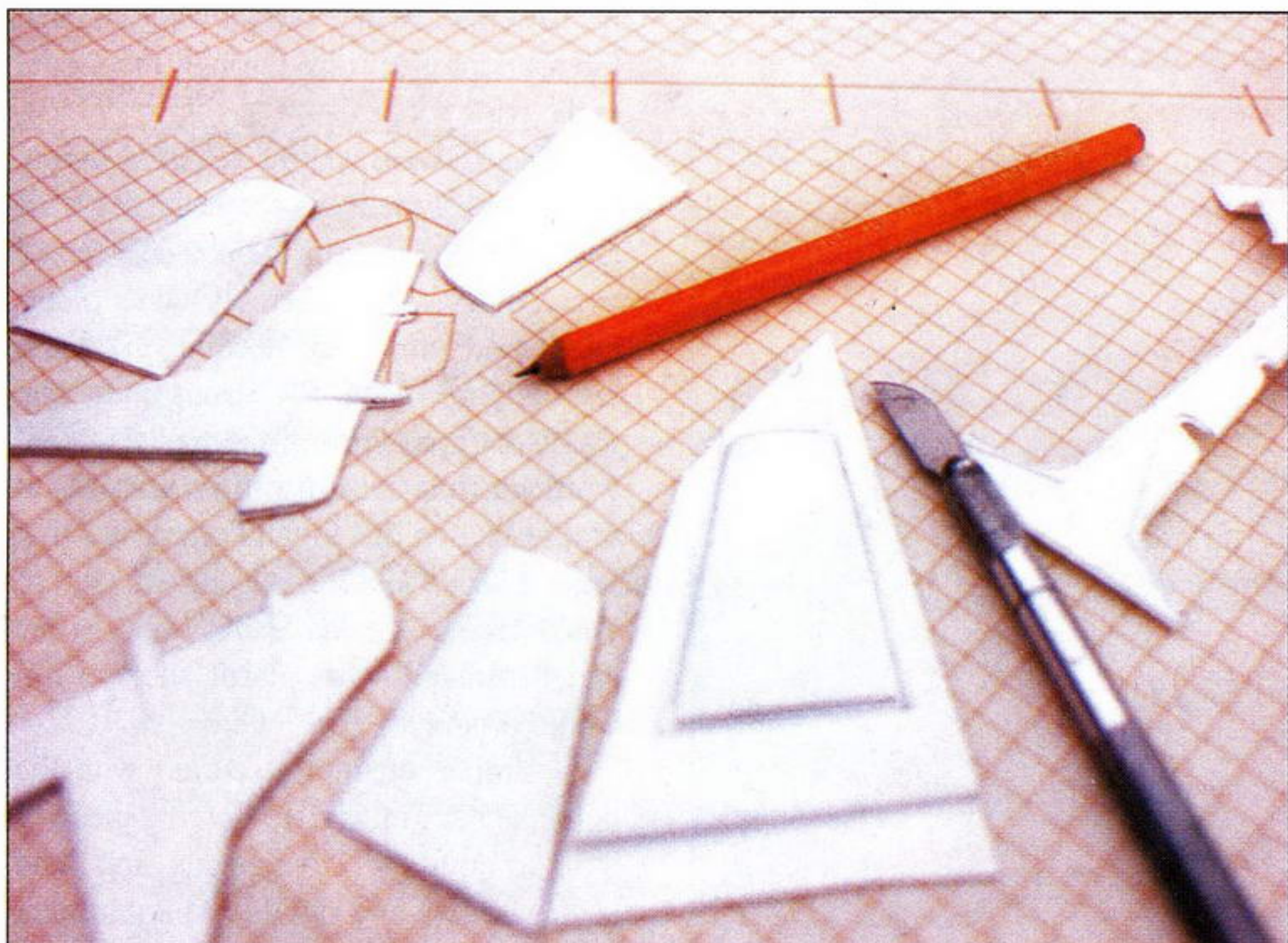
The balsa wood spars in position



Reinforced with wire



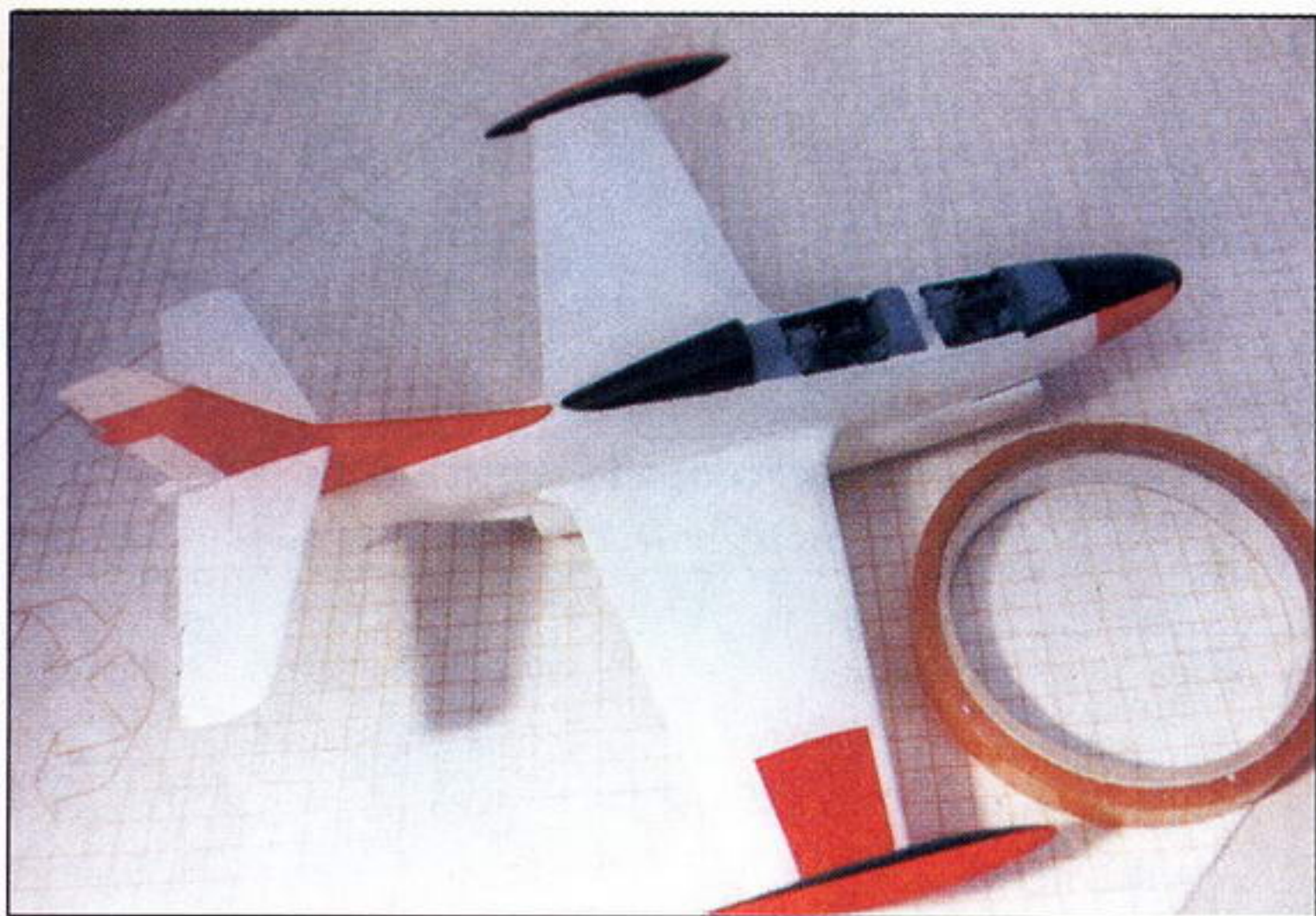
Fitting the tail plane



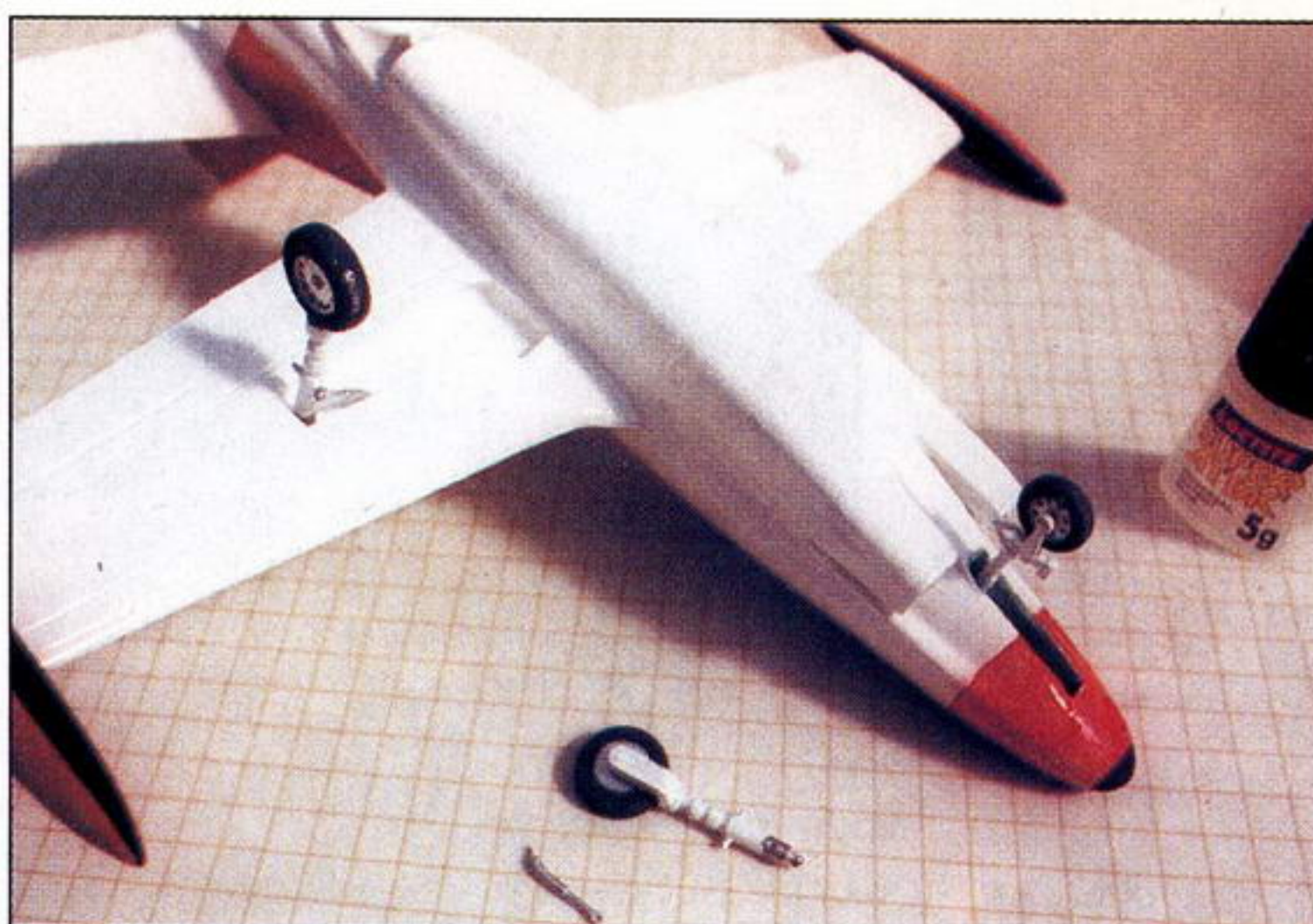
The tail components



Fitting the wing tanks



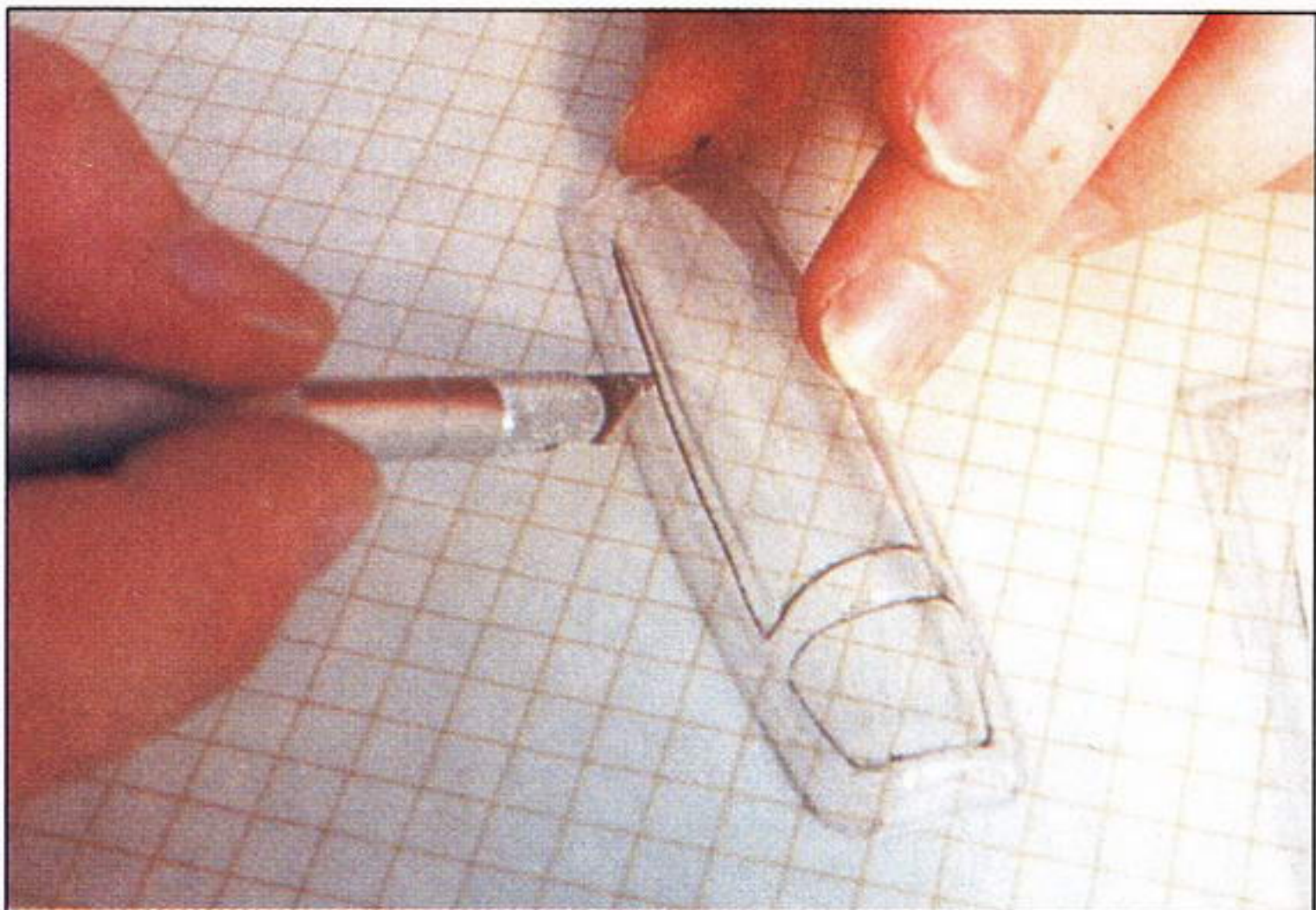
Painting



Fitting the undercarriage



The resin air scoops



Canopy



apart from the use of Superglue for the white metal items.

With the cockpits completed and detailed these were set aside and the nose wheel bay was constructed. Constant checking for depth and shape of this bay was necessary but again the plans will give a good reference to ensure accuracy. Once the nose wheel bay and cockpits are installed the white metal jet exhaust pipes have to be put in position and cemented with superglue. A small amount of filler was required to get a neat finish on the exterior and cleaning up of these units was left until later. A small lead nose weight was also installed.

The two fuselage halves were joined once all internal items were secure and it was held with elastic bands while drying. All joint lines were filled later with Squadron White Putty and sanded smooth and then the fuselage was wiped over

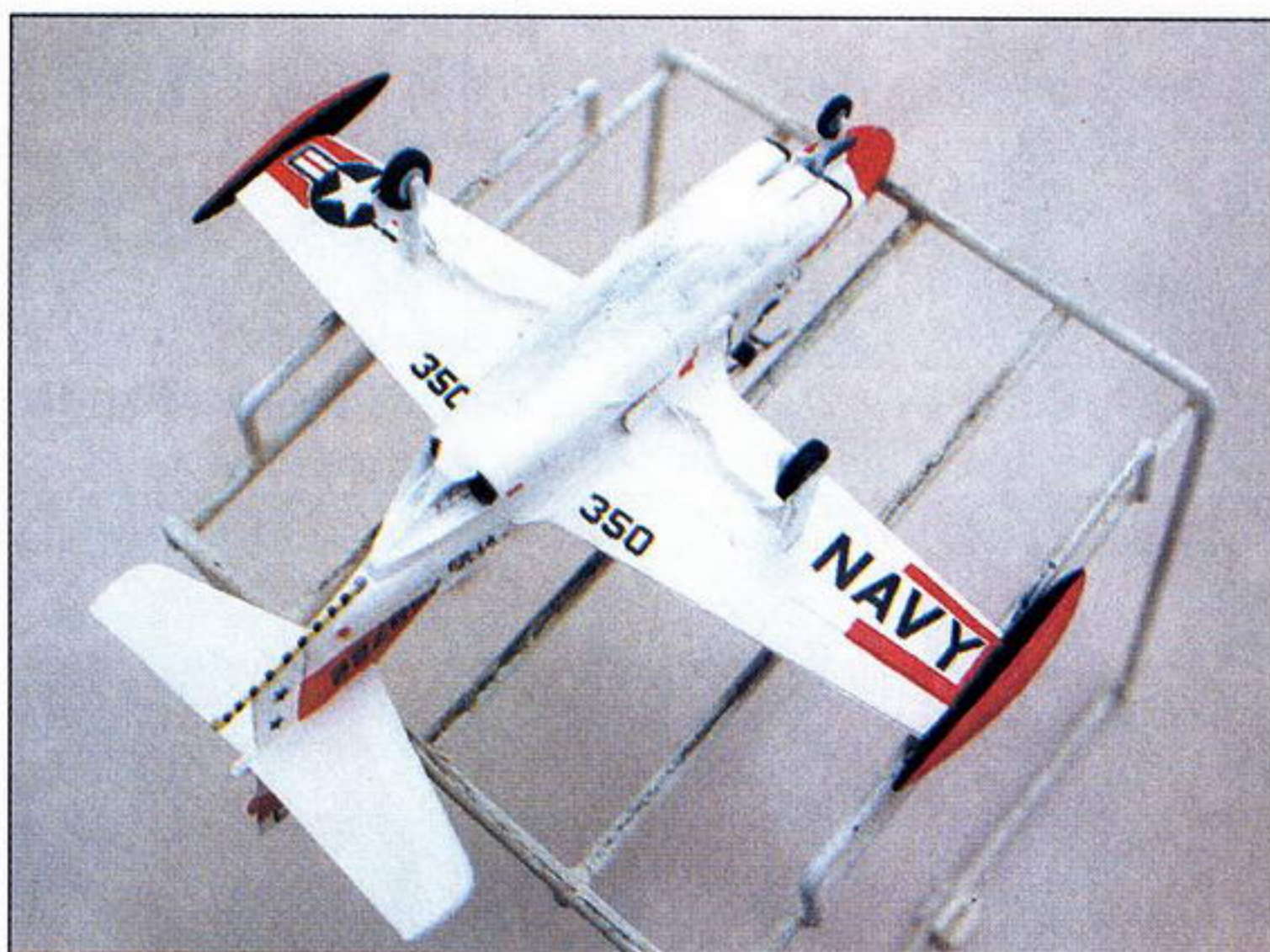
with a clean cloth dipped in paint thinners to remove surface dust and any blemishes. I find Humbrol thinners are effective for this and leave the surface ready for painting even if the plastic has not been washed before construction.

Next the resin engine intakes can be cemented in position just adjacent to the nose wheel bay and likewise the engine splitter fairings can be located on the fuselage. Filler was required on all of these units and once they were all sanded

flush another clean up was required and the fuselage set aside.

The wings are conventional in assembly and once cut out and sanded were washed and dried. Before they are joined it is necessary to install the undercarriage bays and these are cast in one piece and just need removing from the plastic sheet and sanding for depth. Once the bays are in position it is a good idea to reinforce the area where the undercarriage strut will go with a piece of 20 thou plastic card. This will ensure that the hole drilled will be in a 'solid' area and give the strut maximum support when put in place with superglue.

While the wings were still in component form I made a modification that seemed to me a good idea in order to reinforce the wing to fuselage assembly joint. In fact, 'joint' is too flattering since there really isn't one and the resulting butt



joint is a bit weak if just left as it is. To counter this I made up two main spars from balsa wood (4mm x 3mm) and cut holes in the fuselage on both sides so that the spars passed right through the model at the wing roots.

I checked the lengths required before the wing halves were cemented together and superglue is quite adequate to secure every thing when assembly takes place. Obviously, great care needs to be taken with alignment but the strong joint that results on both sides of the model is well worth the time and effort. This area is a bit of a failing on this kit and other vacs that I can think of and if this method is not to your liking I am sure that some experimentation with plastic sheet or rod would produce a good alternative.

A similar situation occurred with the tailplane but in this case I used a piece of wire to join the components and lend some strength and stability to a joint that relied purely on the properties of polystyrene cement. Before the tailplane

was assembled the main wings were masked off at the joint lines and filler was applied to erase any gaps.

To reinforce the joint where the fin meets the fuselage I inserted a piece of plasticard before the two fin halves were joined. I also cut a slot to take the extension in the fuselage. Once the entire tail unit was assembled and filled the unit was cemented in position and checked for alignment while it set. A fair amount of Squadron white filler was used on the spine of the fin and then sanded smooth.

Next came the wing tip fuel tanks which are very easy to cut out, sand and assemble and there is a choice of fixing these tanks to the tips. Either, cut off the wing tips where marked and cement the tanks on or cut slots in the tanks and fit the unit onto the wing. I opted to cut off the tips and just cement the tanks in place but filed a concave effect into the wing tips to take the curve of each tank. Liquid polystyrene held them quite securely and again the joints were filled with just tiny amounts of filler being necessary.

Now having the main body of the model in one piece it was time to get some painting done before more detail made it difficult for masking. I use ordinary sellotape to get all my straight lines and there are a considerable number of these on the Buckeye due to the extent of 'High Viz' markings on all surfaces.

First of all the cockpit was masked off and the model painted overall in gloss white using an airbrush. When thoroughly dry the tape was applied and the tail, nose

and wing panels etc. painted in Xtracolor 217 which is a kind of orange/red and appears quite effective a match to a colour photo of the real aircraft. It may be a bit more orange in reality but sunlight and weathering tends to play havoc with most finishes - especially for those types operating over salt water.

The cockpit surround was then painted grey and the fuselage spine and nose anti glare panel painted in acrylic matt black. The inboard halves of the fuel tanks are also in anti glare black and don't forget to do the underwing 'Viz' panels as I very nearly did!

With the main paint job dried off I cleaned up the white metal undercarriage components and painted and assembled the wheels onto the axles. Considering that the wheels are in white metal they are very realistic and all of these components are nicely moulded. Three location holes were drilled in the respective undercarriage bays, these can all be checked and measured on the plans, and each unit fixed into place with superglue. It is desirable to get a firm push fit with each leg since the model is fairly weighty for its size, so drill out slowly to avoid going oversize if possible.

The kit instructions suggest that the wheel bay doors are all taken from what is cut out of the wings and nose but this is quite impractical and all were cut as per the plans from 10 thou plastic card and put in place much later.

There are then several resin air scoops to be positioned on the fuselage, they are

all quite small and required a lot of cleaning up before being stuck in place with superglue and then painted white.

As mentioned earlier there is only one canopy included in this kit and it really warrants two in case of mishaps. The canopy is fixed to the model in two windshield sections and then the rest is either down or hinged up aft of the rear cockpit. To remove the two sections from the 'carrier' moulding I marked the lines to be cut with a felt tip pen to highlight them and then carefully scored along the lines with a sharp craft knife. This job could be done with a pair of small sharp scissors if you prefer but do take time and cut slowly. When the two pieces were finally extricated I cleaned up the edges carefully with a small file and painted on the frames in black acrylic.

It is usually at this stage that I get bored and put some decals on so I applied some stars and bars and some various marks to the rear fuselage and tail plane. They all went on quite well but do need trimming close to the lettering to avoid yards of excess carrier film. The windshield was then put in place with Clearfix and I painted both cockpit areas with matt varnish to tone down the odd bit of gloss paint therein.

To display the cockpit canopy in the open position it is necessary to make a 'telescopic support' out of plastic rod or any suitable item in the spares box that will fulfil this task. I used part of an old Lancaster undercarriage unit cut to size and made a small hole just behind the

front ejector seat on the cockpit combing. The support was cemented into this and the canopy is fitted with a cross piece which the other end of the support will slot into. The rear of the canopy can be cemented to the fuselage spine by making up some small hinges out of scrap plastic and fixing them as unobtrusively as possible.

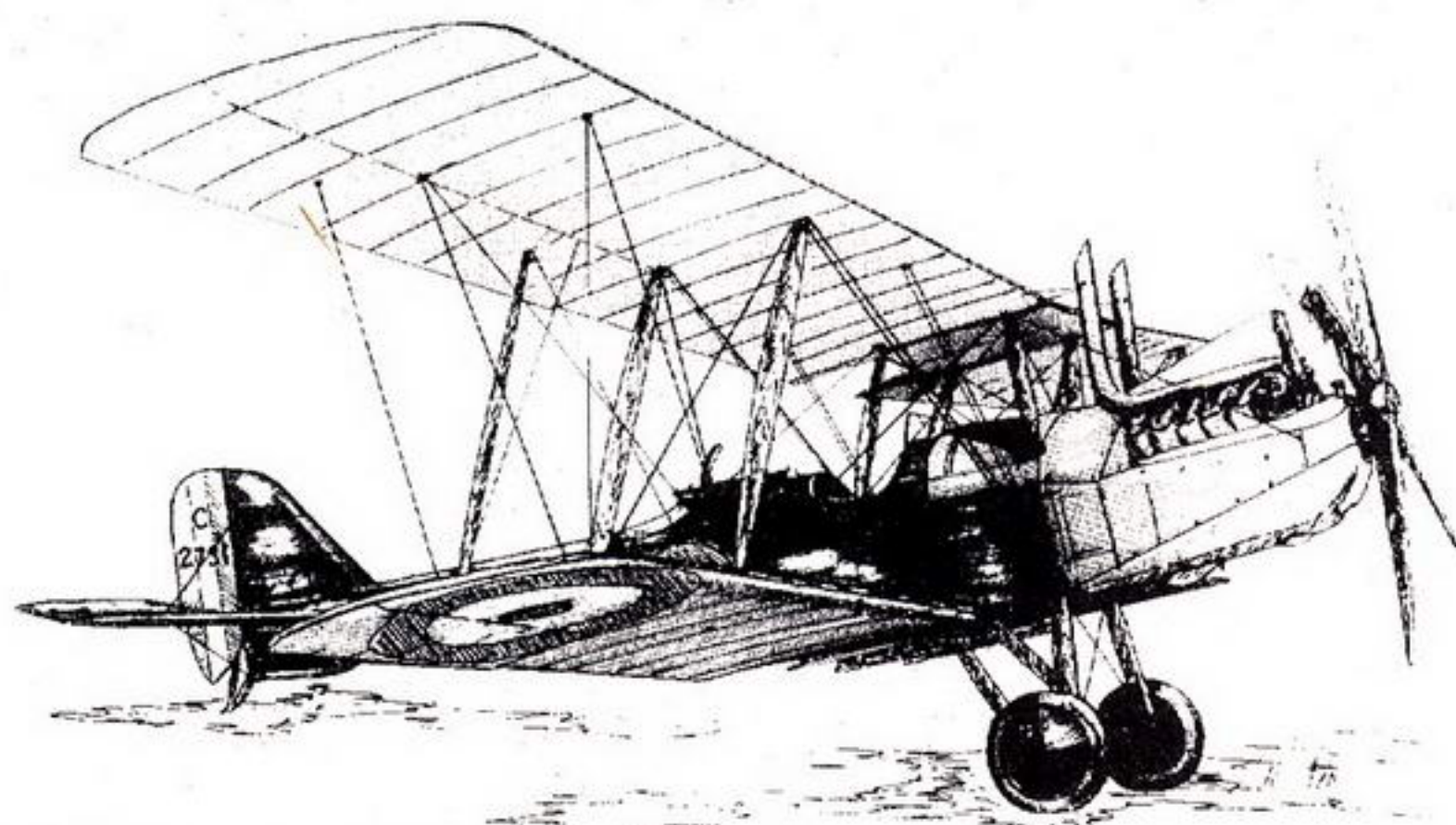
For final detailing a sheet of 10 thou plastic card and some plastic rod will be needed, the card for strakes on the fuselage air brakes and the engine exhaust fairings. The rod will serve as pitot tubes on the leading edge of the fin and just under the aircraft nose behind the radar covering.

Next came the white metal arrestor hook painted yellow and black and some undercarriage door struts from fuse wire. The rest of the decals were applied and when dry all given a coat of Johnsons Kleer floor polish. For photo display purposes the model was placed on a sheet of Verlinden 'Carrier Deck' display card.

This Buckeye is an unusual and colourful subject for 1/48 scale but obviously an essential item for any USN collection. The 'Golden Wings' kit is not for beginners, however at around £20 will provide hours of challenging modelling. If you enjoy working to scale plans and are prepared to do some odd bits of scratch building I would recommend making one, I found it just as interesting as any Phantom or Intruder of the same ilk.

Colin Peck

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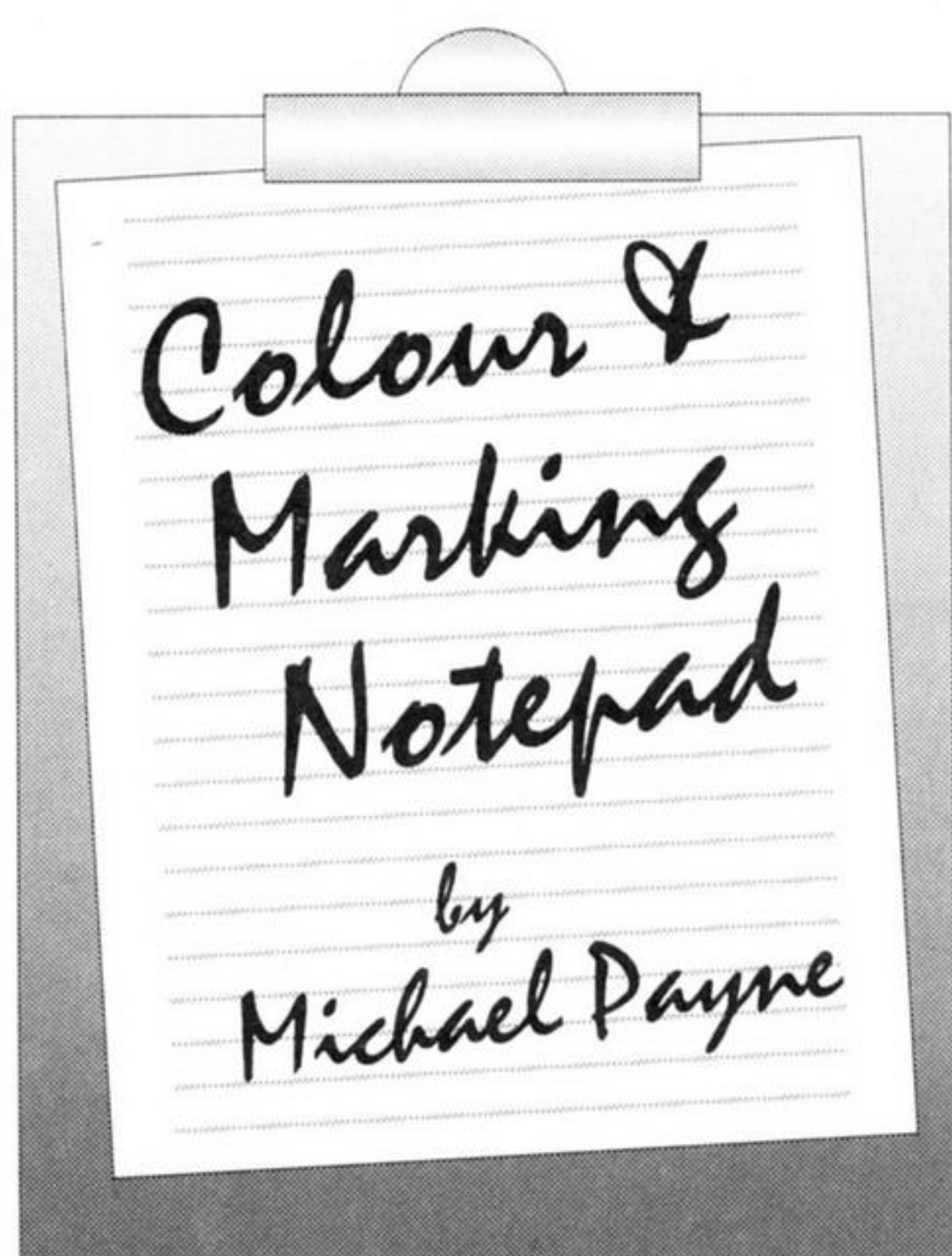
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weathered Coastal Command White with Ocean Grey upper surfaces. The 'Square' style codes and the small serial by the door were also in grey. Spinners were bright red and the lifeboat was yellow. Roundels above and below the wings were Type C; those on the fuselage were C1. On both sides below the cockpit appeared the sea-horse badge of the Squadron. There was, of course, no mid upper turret and no guns were carried. This would make a colourful model.

Photo 3

Among the late production Lancasters converted to serve in Coastal colours SW366 was in the overall mid-grey paint



Photo 4

A group of Stirling C.V transports staging through Idrid in N.Africa in mid-1945.

Stirling C.V.s of 46 and 242 Sqns flew from Stoney Cross in the New Forest, and although the aircraft in the photo were bare metal, some Stirlings were painted very pale grey. (See page 187, Action Stations No. 5).

Photo 5

Mosquito T.III was built at Leavesden during the war. In the early 1960s it was attached to the Civilian Anti-Aircraft Co-operation Unit (CAACU) at Exeter for pilot training on the target tug aircraft. It was silver overall with standard broad yellow trainer bands on the wings and rear fuselage. Type D roundels in all six positions and normal fin flashes. The serial RR299 was in black on rear fuselage and below the wings; also in

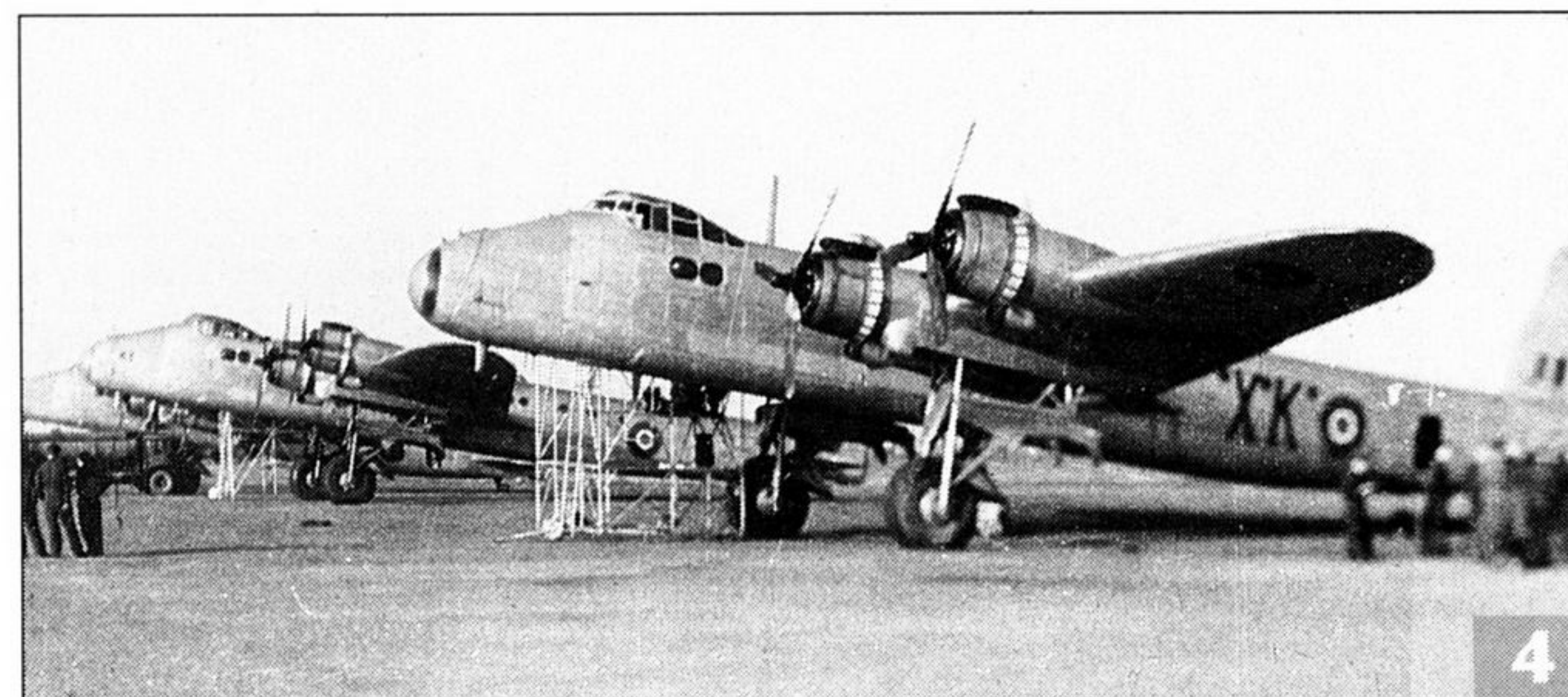


Photo 1

Lancaster ASR.III, SW289 was type-tested at A&AEE Boscombe Down in 1945. It was painted in non-standard Medium Sea Grey, with white under surfaces; the airborne lifeboat was standard Yellow. Wing roundels at this date were Type C and those on the fuselage sides were Type C1.

As the war ended and the American types serving in Coastal Command had to be returned under the terms of Lend-

scheme when it served as H-Z in the School of Maritime Reconnaissance at St Mawgan (Newquay) in the early 1950s. Serials and code letters in this photo were white, but later on the codes were red, outlined in white. Type D roundels appeared on the fuselage sides and above the wings. The bulge of the rearward search radar can be seen below the rear turret. Note the badge of the SMR on the nose; a dark blue bird on a two-tone grey disc outlined in white.



They belonged to No. 46 Sqn who flew the type until receiving Dakotas. Both types were coded XK but as the photo shows, not every aircraft carried the codes, not individual letters, though some Stirlings had a small individual letter on the nose above the radar aerial. Roundels in all six positions were Type C. The wide white ring on the nearest aircraft is due to photo-distortion. At this date under wing serials were not carried. Propeller hubs and the intakes on the engines appear to be black or dark blue.

black was the code letter X (both sides) set slightly above the correct location. The Mark IIIs had fighter canopies and side entry doors. I believe this aircraft had been re-engined with later Merlins; it lacked the exhaust shrouds and the carburettor intakes are longer than normal. I cannot account for the bomb-rack-like fairing below the wing; the fitting may be related to an earlier Squadron service.

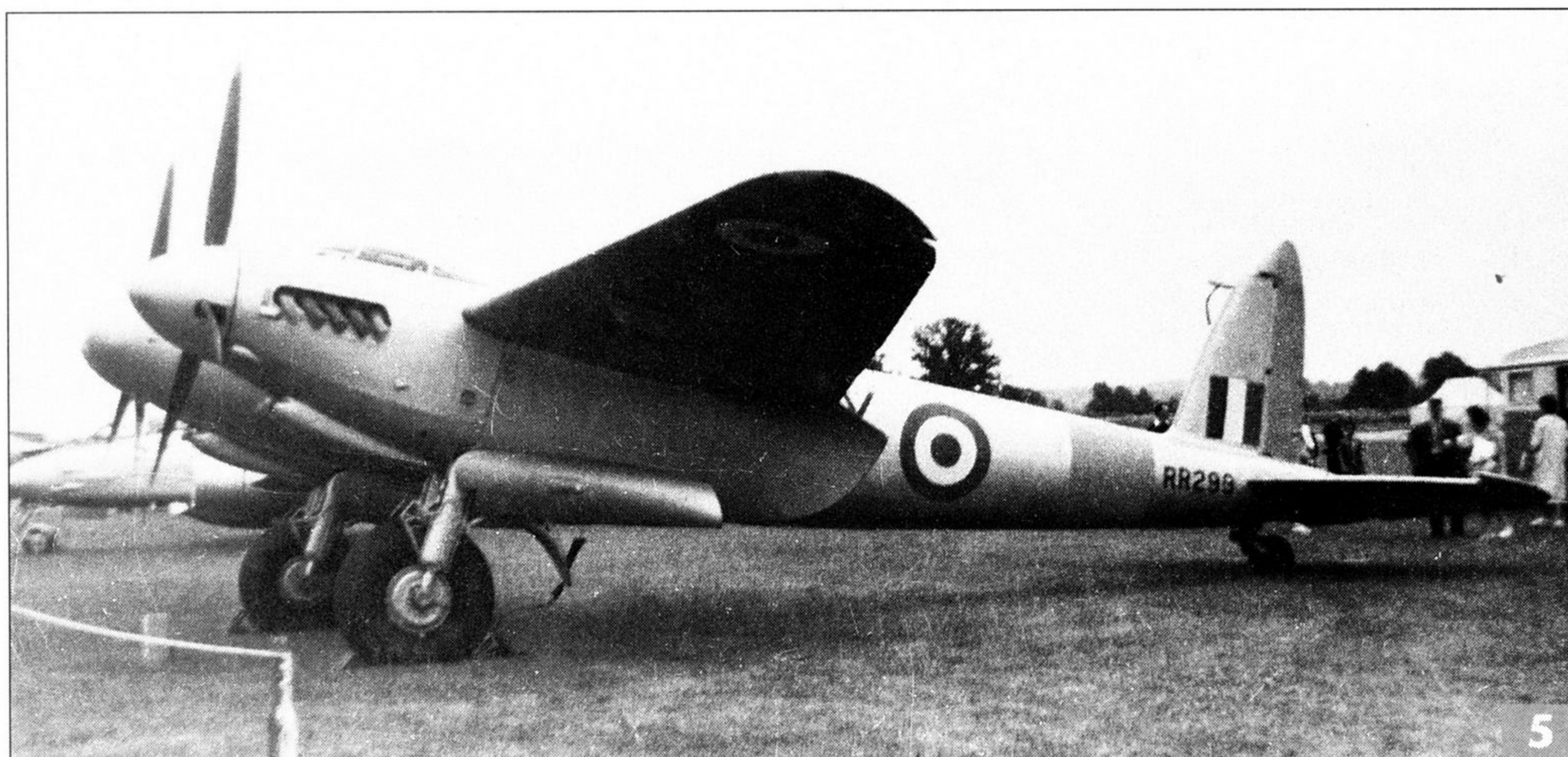
Michael Payne



Lease, Cunliffe-Owen undertook the conversion of a number of late production Lancasters to equip the maritime patrol squadrons and many of these aircraft carried lifeboats to replace the troublesome old Warwicks. The Lancasters came from the RF and SW serial ranges. This aircraft served with No.s 37 and 39 Sqns until 1953. Most had been scrapped by 1957. Squadron aircraft used a smaller under wing roundel at the wing tip and displayed black serials.

Photo 2

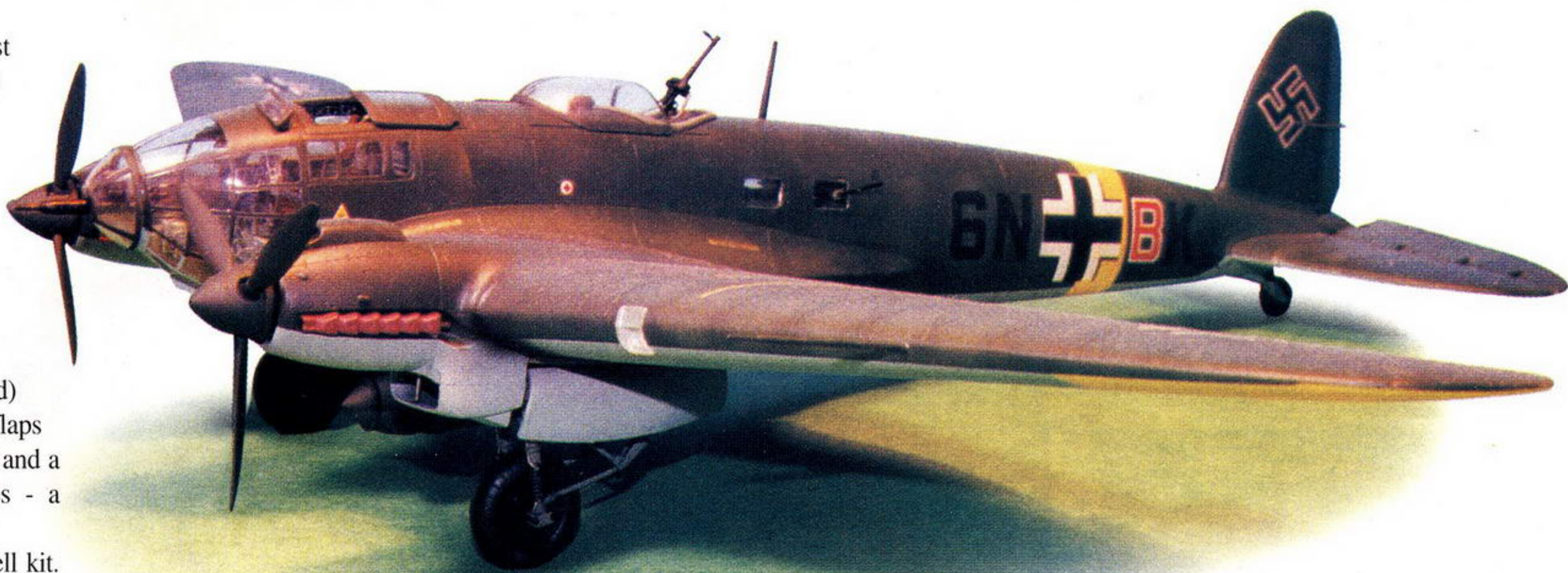
Like SW366, this Lancaster SW337 was built by Avro at Yeadon in early 1945. I saw it at an open day at Exeter in 1947. Coded CJ-A, it belonged to No. 203 Sqn based at St. Eval and was in rather



The early spring sun had just begun to bathe the Bedford Alps when the phone rang. It was the Editor, "Put the beer down boy, I've got a Revell 1/48th Heinkel He 111 for you to abuse." That's more like it I thought. A big, impressive, but above all easy kit.

The whole concept was made a lot more interesting (and complicated) when the Editor threw in the KMC flaps set, a Koster He 111H & P upgrade and a set of True Details weighted tyres - a converter's feast no less!

But first let's talk about the Revell kit.



Heinkel He 111H-14 Upgrade

by
Mitch Thompson

Well, let's not really, because this kit really does not need any introduction as it has been around for eighteen months or more and has been heralded as one of the best value 1/48th scale kits on the market today. If not 100% perfect, at £19.95 we can all afford the little filler that it needs. The only thing that lets it down, and its relatively minor, is the good old Revell decal sheet. However I will now eat my words because I ended up using it, but more of that later as we now take a look at....

The KMC Flaps and Elevators Set (Control Surfaces)

The KMC Control Surfaces set (48-5009) is a very nicely made six piece upgrade set in resin that supplies you with a pair of flaps, a pair of elevators and a rudder with separate trim tab. The detail of panel lines



is excellent and though the moulding blocks have not been cleaned off, any finishing needed is not very hard work. As you need to remove large areas of Control Surface, this upgrade set is just the job for those of you with a razor saw fetish. At £9.95 it's a quality product.

Koster Aero Enterprises Heinkel He 111 H/P Detail Set

On first glance at this kit (No. 20) my reaction was "Where the hell does this lot go!" This is because it really is a comprehensive detail set. The unfortunate thing is that you will not even get close to using it all in any one model, but then my advice would be to try and build as many Heinkels as the Luftwaffe had. In the end I used barely 35% of this set on my Heinkel and believe me I tried to use as much as possible. Ah well, I'll just have to build another one... or two... or three kits.

The set consists of 45 parts; 15 vacform plastic, 14 clear vacform plastic and 16

white metal (guns and ammunition cases).

The detail set takes you from the P-2 variant right through to the H-14. This gives you the choice of ten variants of Heinkel He 111; P-2, P-4, P-6, H-2, H-3, H-4, H-5, H-6, H-11 and H-14, Phew!

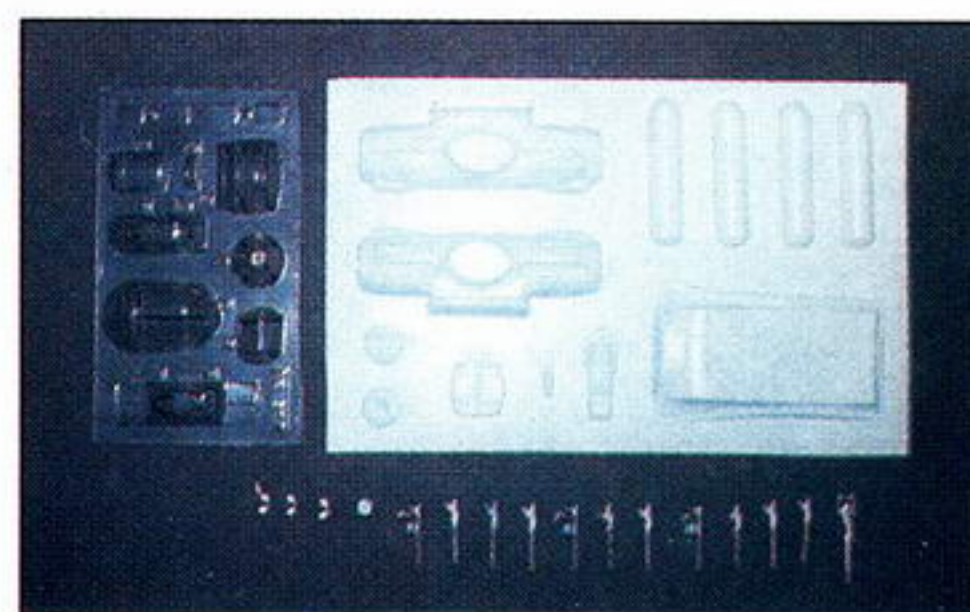
My choice of variant was very much dictated by the decals and visual reference material available at the time. My original choice was that of a P-2 so that I could make use of the excellent vacform replacement engine nacelles but lack of reference material for the type and no appropriate decals made this impossible for a talentless gimboide like me.

The area that is outstanding in this kit is the white metal. This gives you a vast range of beautifully detailed and cast guns and ammunition. There are twelve guns to choose from; the good old MG 15 to the clouting great 20mm MG/FF. Six of these MGs was the most I could cram into the H-14 though the H-3, H-4 and H-5 took seven guns (one extra MG 15 in the upper nose glazing).

The clear glazing in vac-form gives you three dorsal gunner's glazing variants,



three or four (I'm not actually sure) ventral gunner's options and enough hatches etc to open up every orifice on this grand old aeroplane.



The rest of the white vacform parts give the P-2-4s engine nacelles, nose ammo chute, bomb aimer's cushion and a rather

splendid special ordinance carrier plate with cargo containers.

True Details Heinkel He 111 Wheel Set

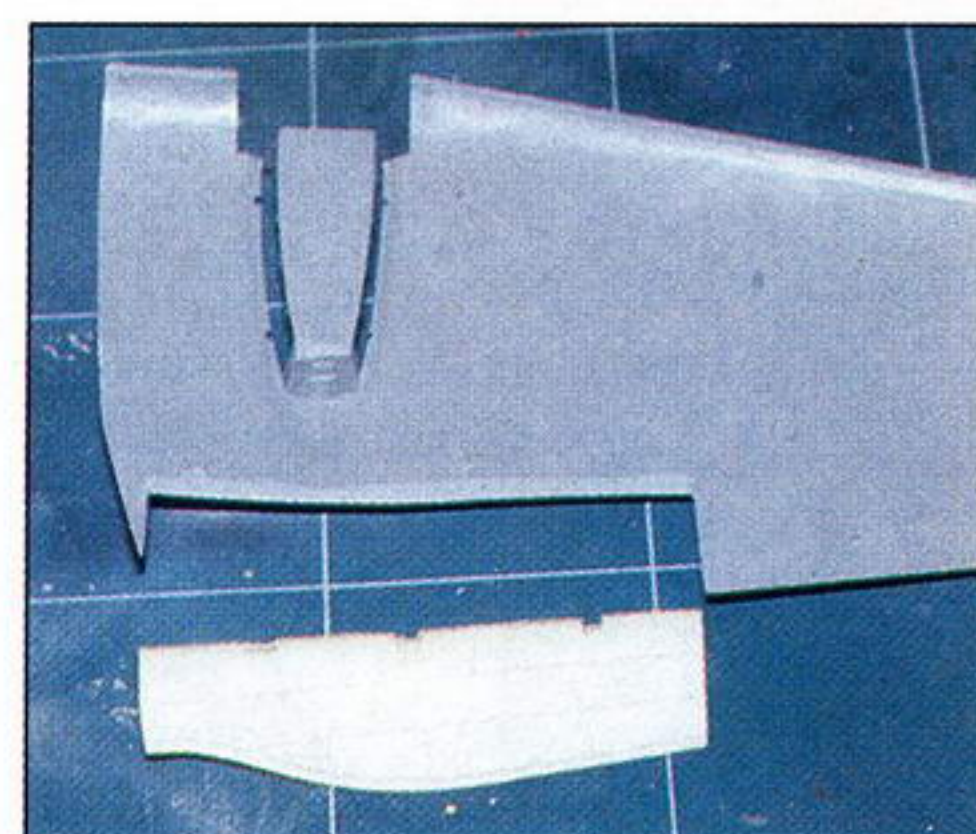
What can I say?
Gorgeous!



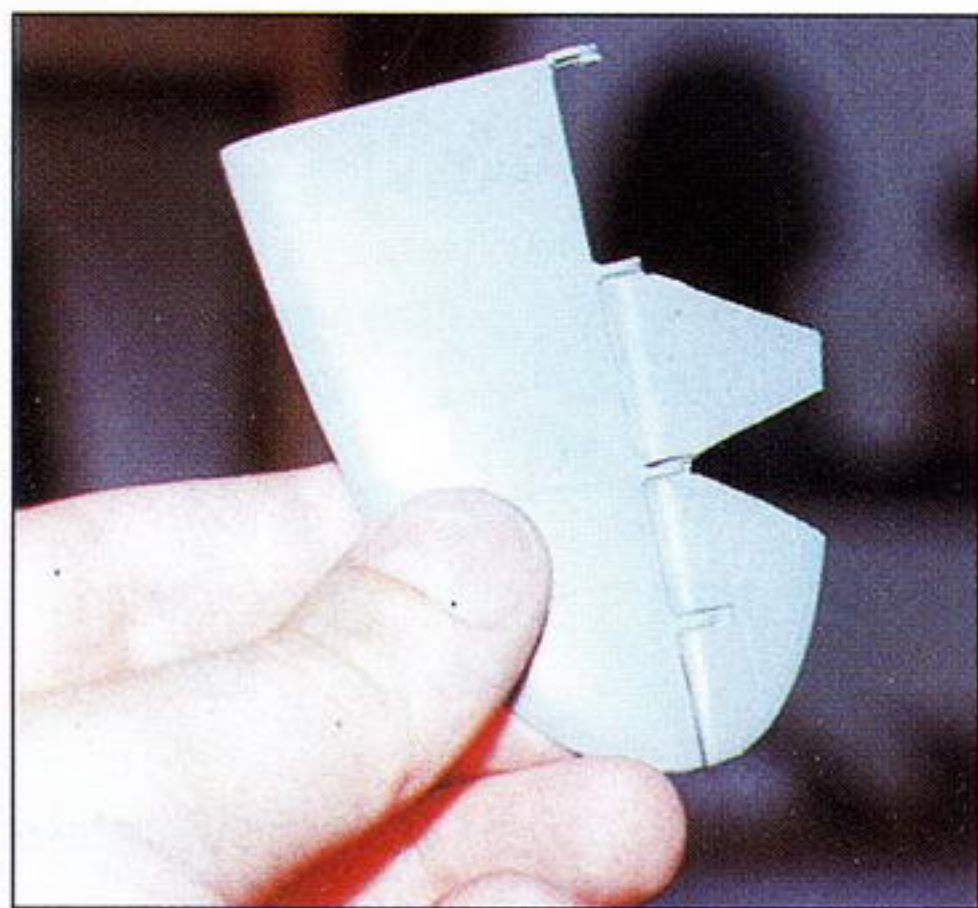
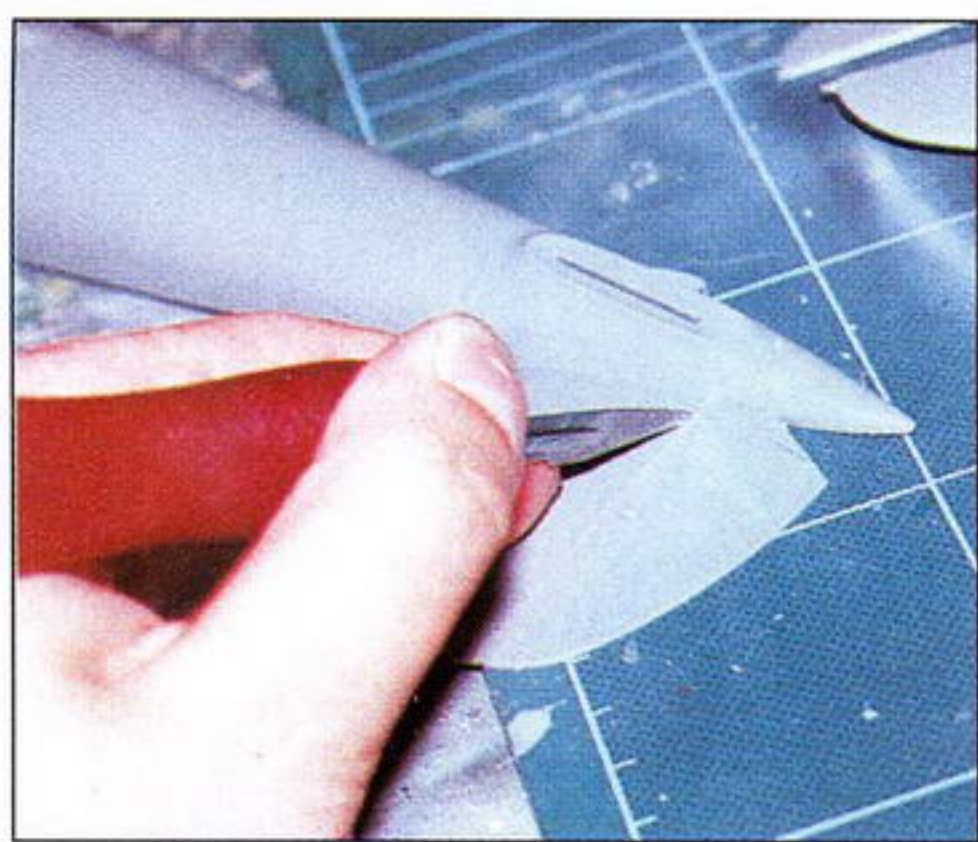
Construction

I began with a razor saw frenzy to remove the Heinkel's control surfaces. The fuselage halves, wing halves and tail plane halves were removed from the sprues and cleaned up.

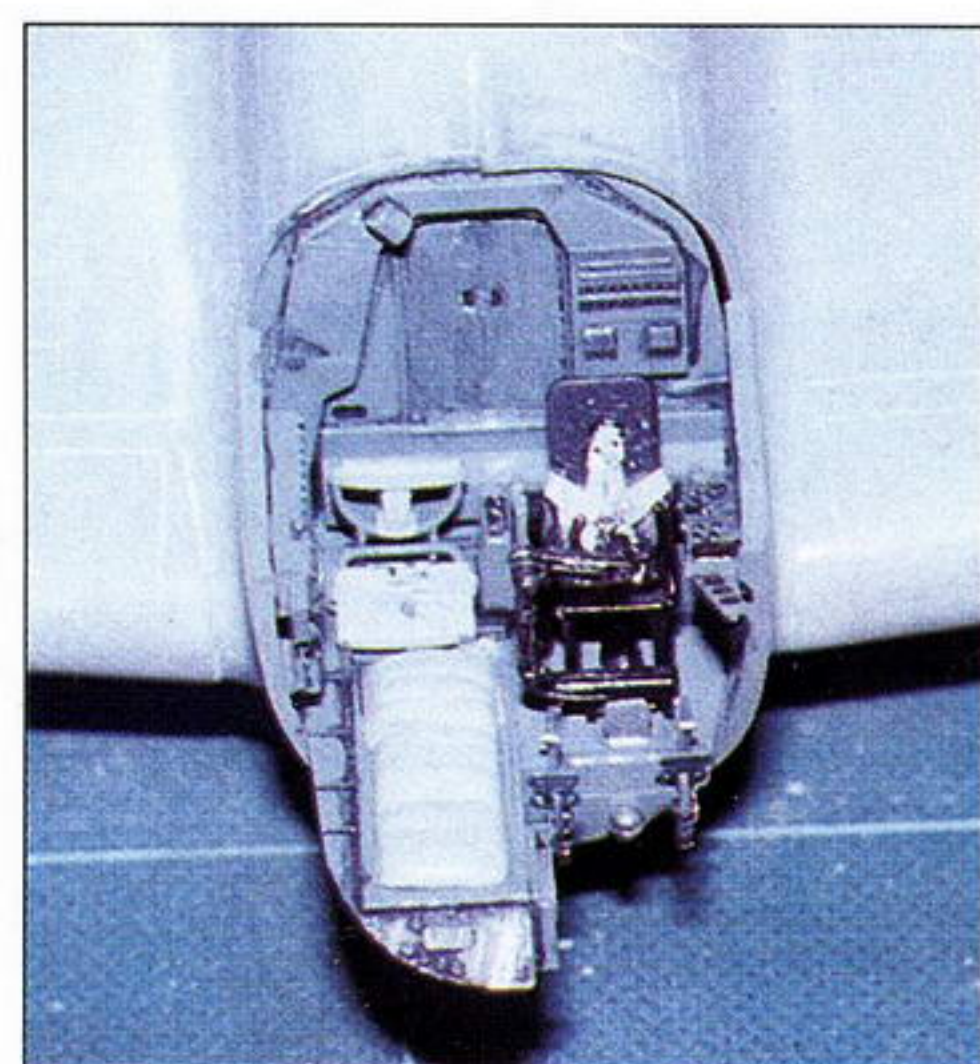
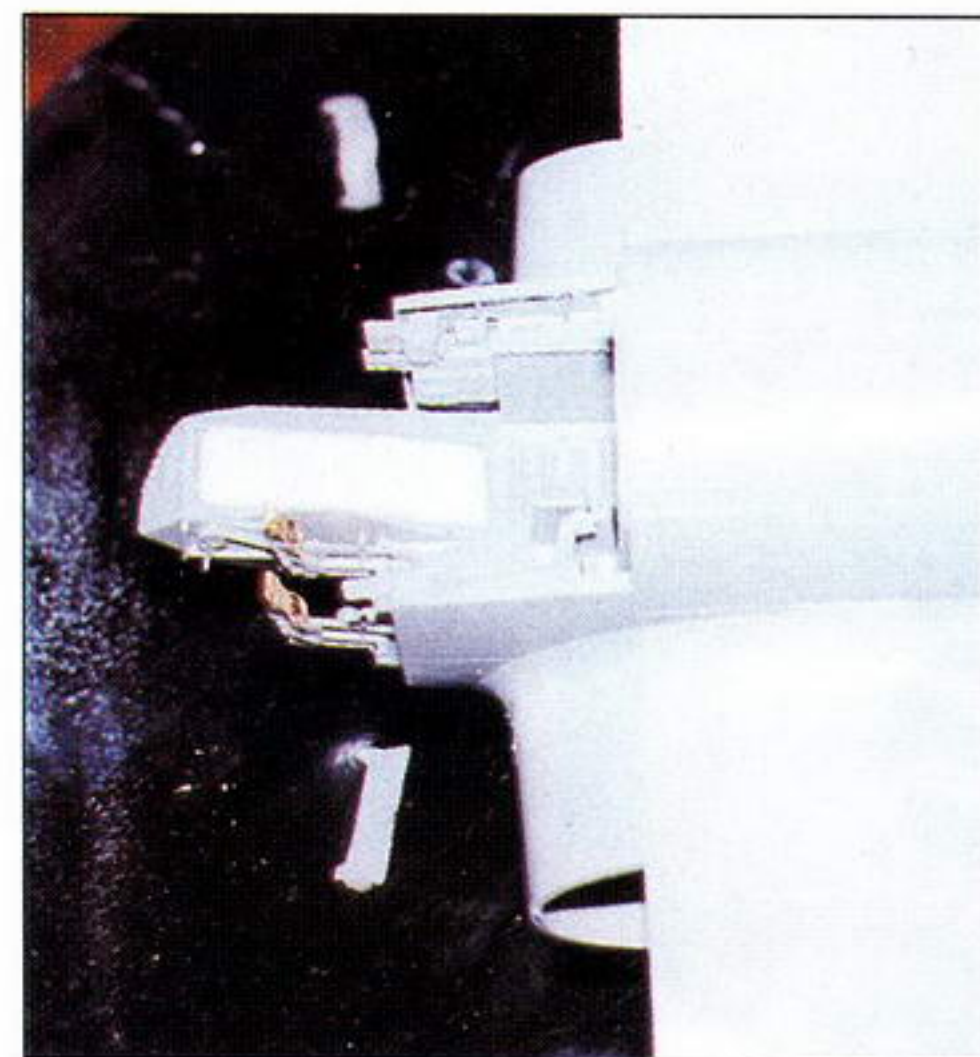
The removal of the rudder was easy enough, a couple of quick blasts with the razor saw along the base of the rudder/fuselage and then score along the rudder/fin panel line a few times with a scalpel and snap the rudder off. To clean up and to add good shallow chamfer to the rudder location I used my Aeroclub Tee-Al system with various grades of sand paper. Easy Job!



The wing flaps were treated in just the same way, though care had to be taken that a good fit was achieved between the wing and the replacement resin flaps. The tail feathers were a whole new story. I just avoided slicing off the whole elevator complete with hinges. Those bits would have to stay, but how could I remove the old elevators without snapping off the quite delicate hinges. After a little pacing up and down and a cup of tea I hit upon the

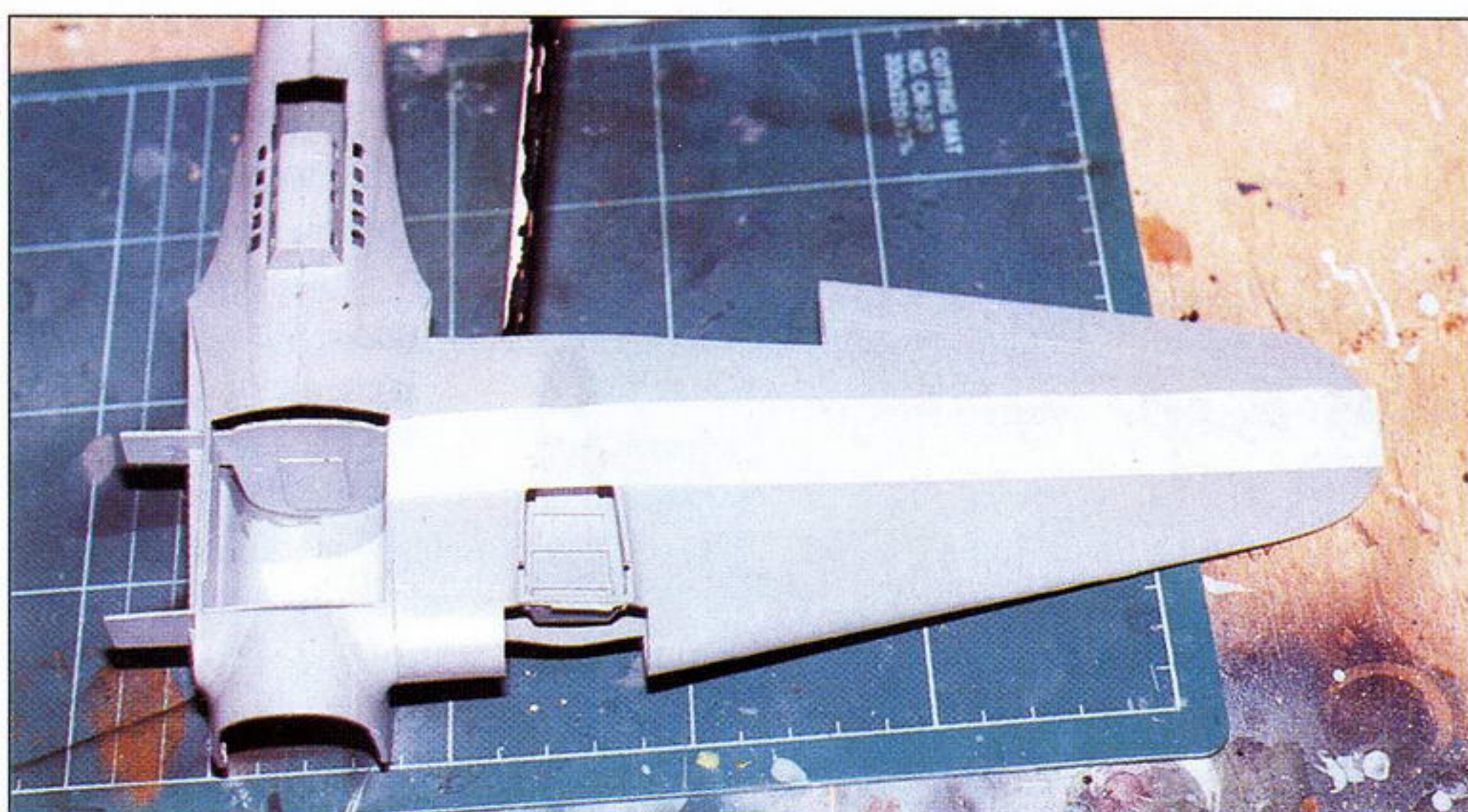


the fuselage while the glue set. Apart from the addition of the cushion for the bomb aimer from the Koster set and Reheat harnesses for the pilot and navigator's seat I can't see that much more is needed to give you an excellent cockpit area. The Revell kit's cockpit detail is superb and gives even Dragon's Ju 88s and Ju 1 88s a run for their money. The cockpit



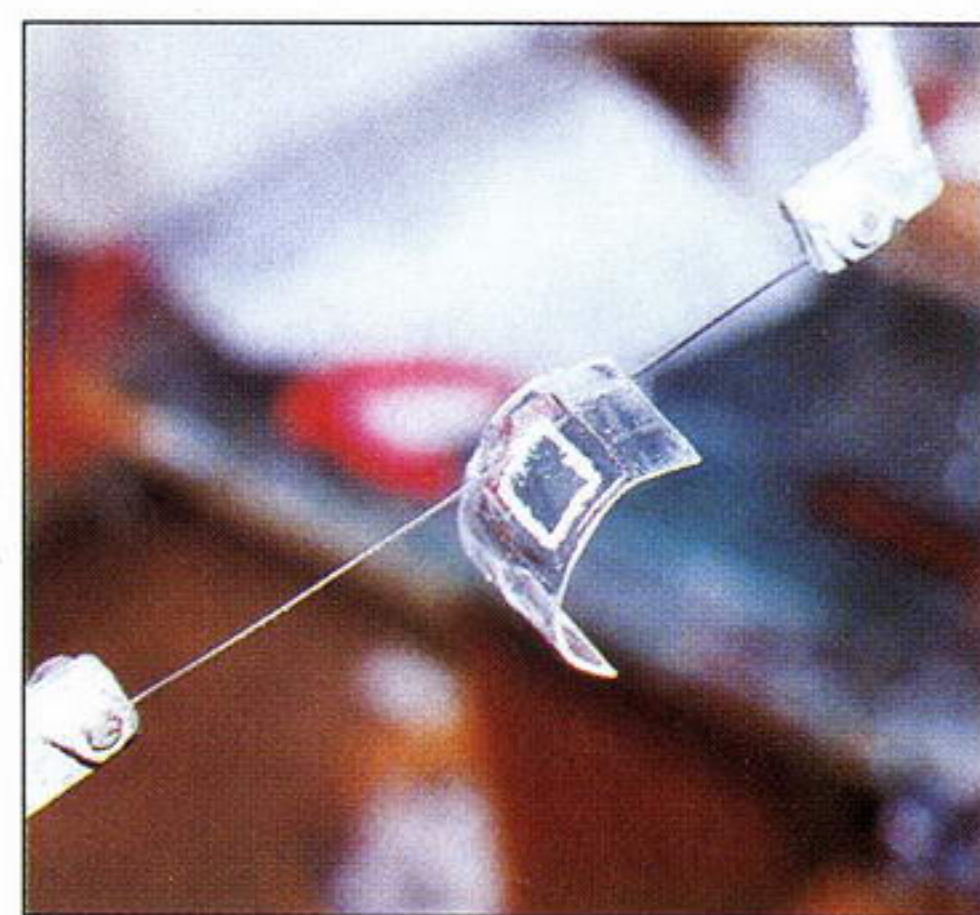
idea of using scissors. From my old days as a graphic artist I had an old pair of Kaicut narrow nose scissors whose paper cutting edge had long gone but which were useful in cutting components off sprues etc. I cut a 'V' into the elevators to the far end of each hinge (four hinges, four 'V's, well three and a half to be precise) and then snipped down the sides of each hinge with a sharp scalpel blade I then carefully and gently scored along the elevator joint and removed the remainder of the elevator. Time consuming but ultimately rewarding.

One of the nicest aspects of the Revell



Heinkel is that the major part of the airframe construction is possible without having to build the cockpit area first and this part of the construction is as follows; two bulkheads insert into one side of the fuselage. These have spars on them to support the wings. I liked that a lot! A quick coat of RLM 02 grey on to the fuselage interior and the fuselage can be joined together.

While that was drying I put the wings together. Now remember that the wings have been considerably weakened by the removal of the flaps, so I found it helpful to support the area of removed flap with blue-tak while gluing the leading edges together. You will also have to pay special attention to this area when joining the wings to the fuselage as the unsupported trailing edge wing root will have a mind of its own. A paint brush provided me with a good gauge for getting a join to the fuselage's, a long length of masking tape held the wing to



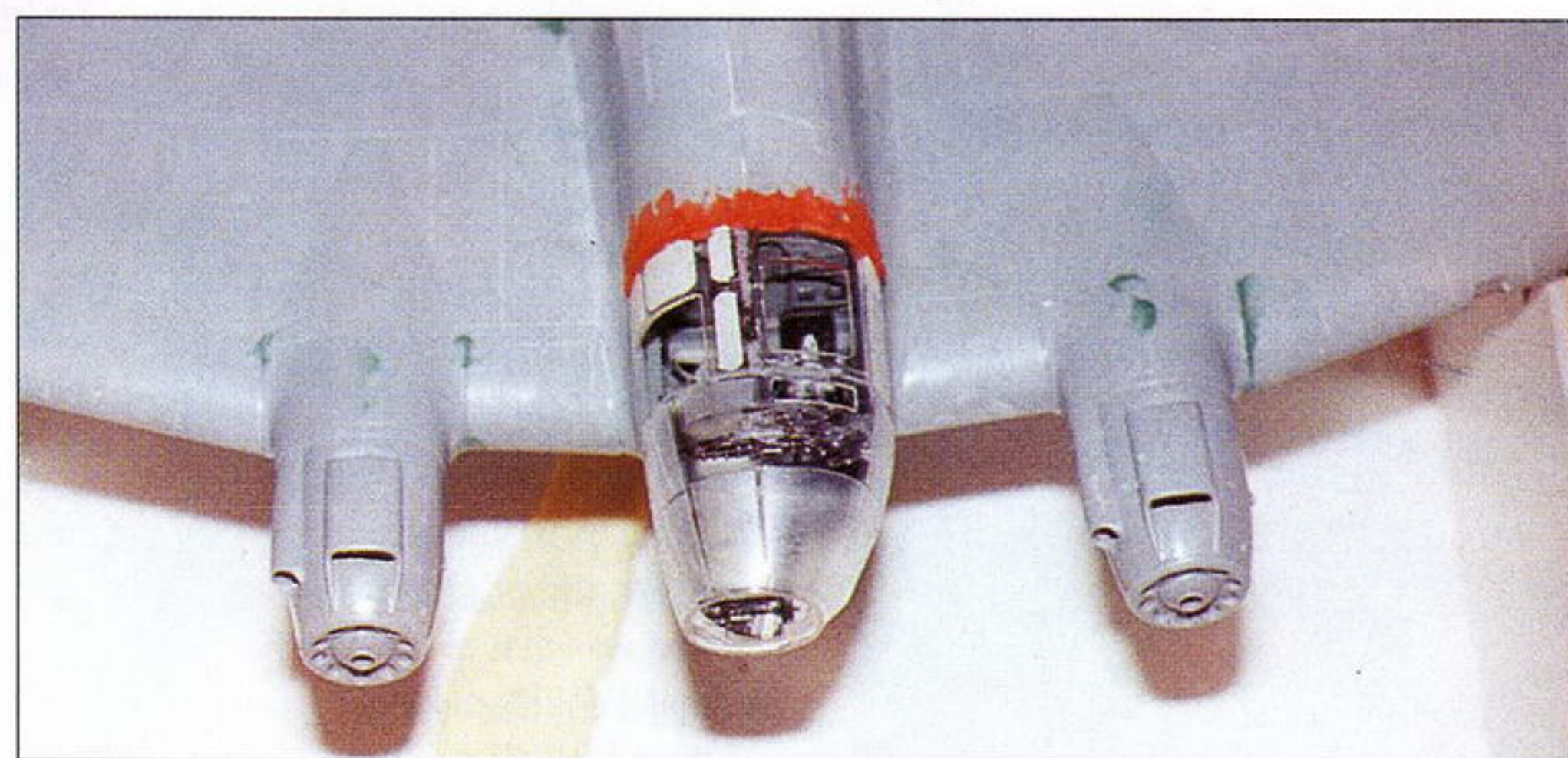
interior was painted RLM 02 (Tamiya XF-22) grey to which a good wash of Tamiya Flat Black (XF-1) was applied to bring out the detail. Any instrumentation was inlaid with Gloss Black (X-1) to give the impression of glass over black instrument faces. Then everything was dry brushed with Xtracolor Flat Aluminium (X142). The next job was to cut out all the hatches in the nose glazing and also cutting off the bomb aimer's/nose gunner's dome to take

the new vacform version. To cut out the hatches I first put masking tape over both sides of the glazed parts and marked out the hatches with a pen. This was to prevent any cracking of the clear plastic while drilling. In close succession I drilled around each of the hatches. I removed the masking tape and with a piercing saw cut along the holes like a dot-to-dot. The job was finished with various needle files and then some wet and dry. The nose dome was 'whipped off' smartly with a razor



saw, just proud of the join to the rest of the nose glazing and then sanded back with my Tee-Al bar.

I usually find it best to mask up any glazing or canopies before installation in the model. So after a terribly interesting evening of canopy polishing I used a mixture of masking tape and Parafilm 'M' to cover all the glazed areas of the Heinkel's nose and proceeded to attach the



glazed components to the fuselage. This is where I came across a rather poor fit. I fitted the nose dome first of all and fixed it in place with Liquid Poly. The idea being that the upper canopy would slot neatly in place between the nose and the rear cockpit. What I didn't expect was a great big pig of a gap at the rear of the cockpit joint. An uneven gap of around 0.5mm in places said 'Hi, Mitch, and how do you propose to deal with me?' 'How indeed' I thought. If I wasn't very careful my filler would show up through the hatches and canopy so any critics would take me to task over some of my questionable techniques and finishes. I was going to need a filler that required little sanding down, but was strong enough to span the gap and not look too conspicuous. After a good rummage around the workshop I found that I still had half a tube of a red oxide glazing putty that a friend had given me to try out a while back. Made by the Martin-Semour Company in the USA it is a soft filler that sands down absolutely smooth, dries quickly and is strong enough to fill gaps of this particular size. The problem was solved in an hour or so and no one need ever know (my secret along with 30,000 plus readers!)



The Engines

This area caused some serious indecision. As I obviously wanted to make the most of my Koster set I would have loved to have used the vac-form engines and made the He 111 into one of the 'P' variants. I couldn't find any 'P' colour schemes quickly so it would have to be a H-14.

If you did want to make the 'P' variants then the conversion is very simple. Each engine has two vac-form halves and a vac-form plate which sits at the top of the radiator. All the other parts such as the radiator and tub, front cowl and exhausts come from the kit.

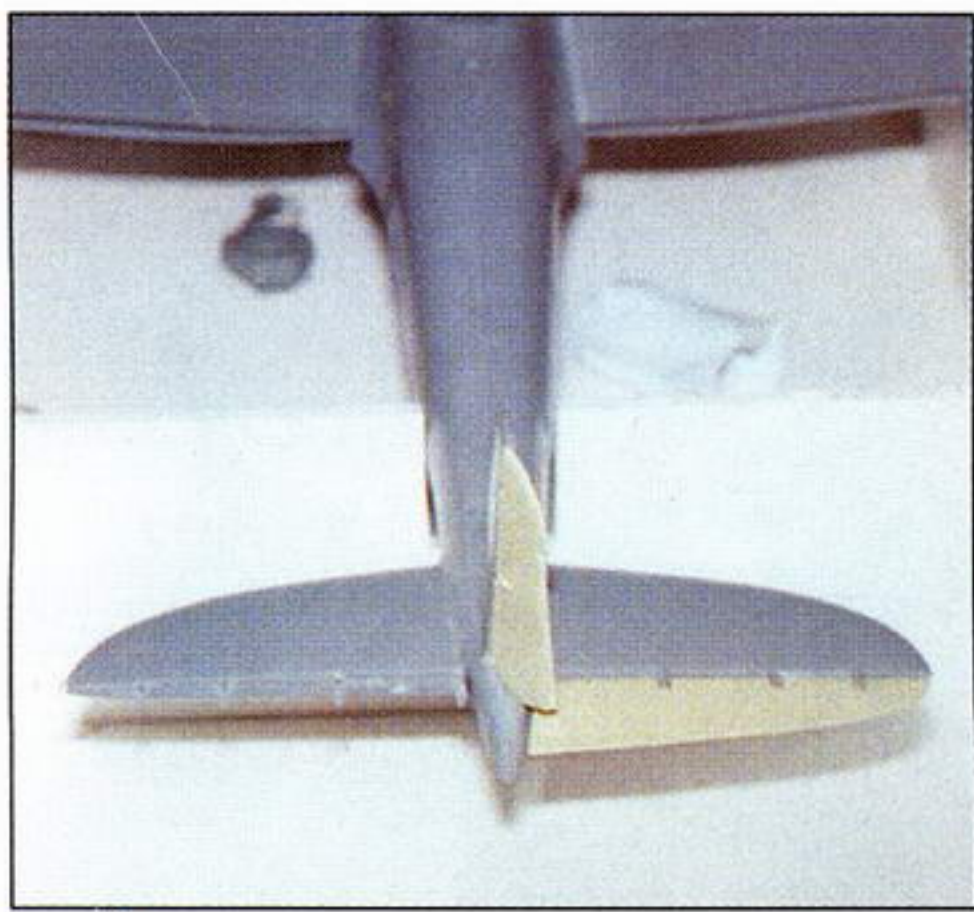
I found the fit of the kit engine nacelles to the wing mounting rather poor and filler was required especially on the outer parts of the leading edges. The gap in the engine joint appeared to be smaller than that in the wing joint, but only slightly. Apart from that the engines slotted and

clicked together rather well. And so the monster grew and grew, but this monster of my creation I liked.

Flaps

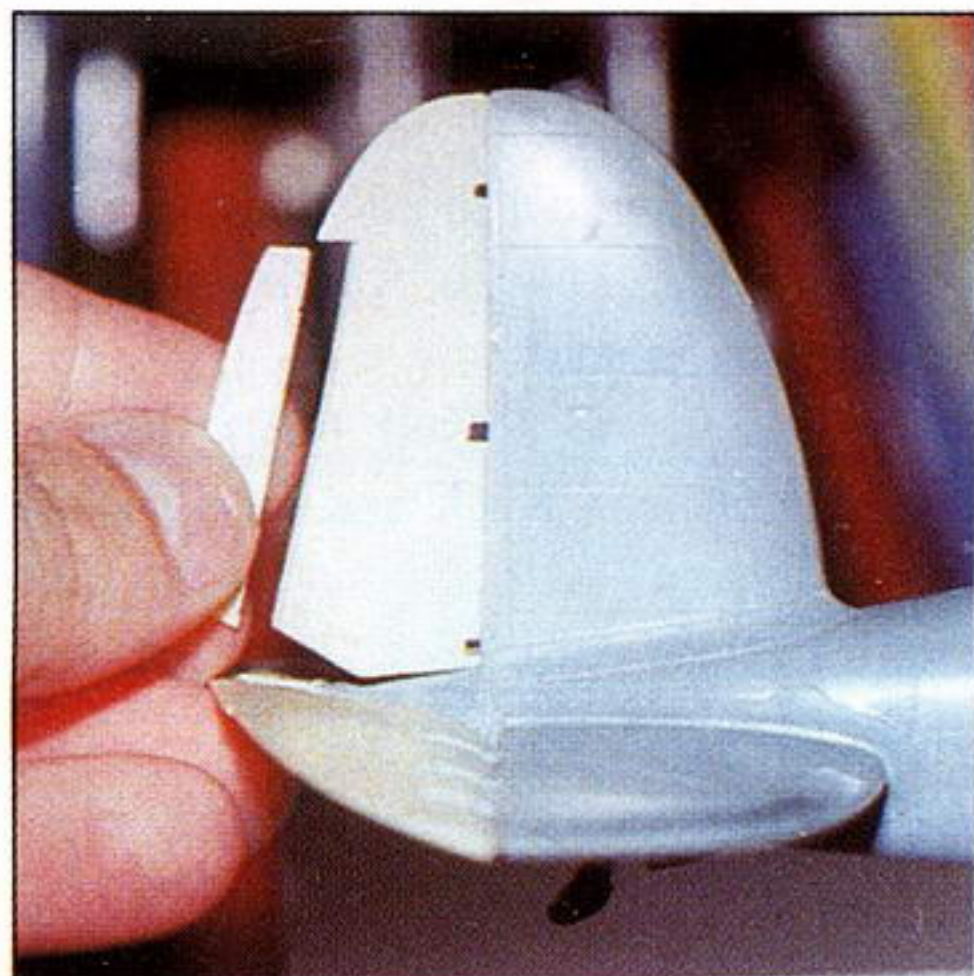
Aaah, the joy of resin. As I said earlier the work needed to clean up the KMC flaps set was not great and once the scraping and sanding had ceased it was time to dry run and fit all the animated control surfaces. This is where I found it necessary to trim the wing flaps back about 0.5mm as they were slightly too long to fit into the kit's flap areas. Better too big than too small in this case, and it only took minutes to





correct. The rudder trim tab was another kettle of fish though. Too short by about 0.5mm. this can be rectified by leaving 0.5mm of the casting block on the trim tab and tidying up with a little filler. The rudder and elevators fitted perfectly much to my pleasure. To fix them in place I used one of my famous masking tape/bluetak/clothes peg/donkey contraptions to hold the flaps/elevators rudder in place and at the correct angle. I'm not going to describe this invention of mine as it never happens the same way twice and I thought that a photograph of it might be a little too distressing for most of you. Anyway I digress. Superglue was applied to the appropriate joint followed by a superglue activator and my contraption could thankfully be dispensed with.

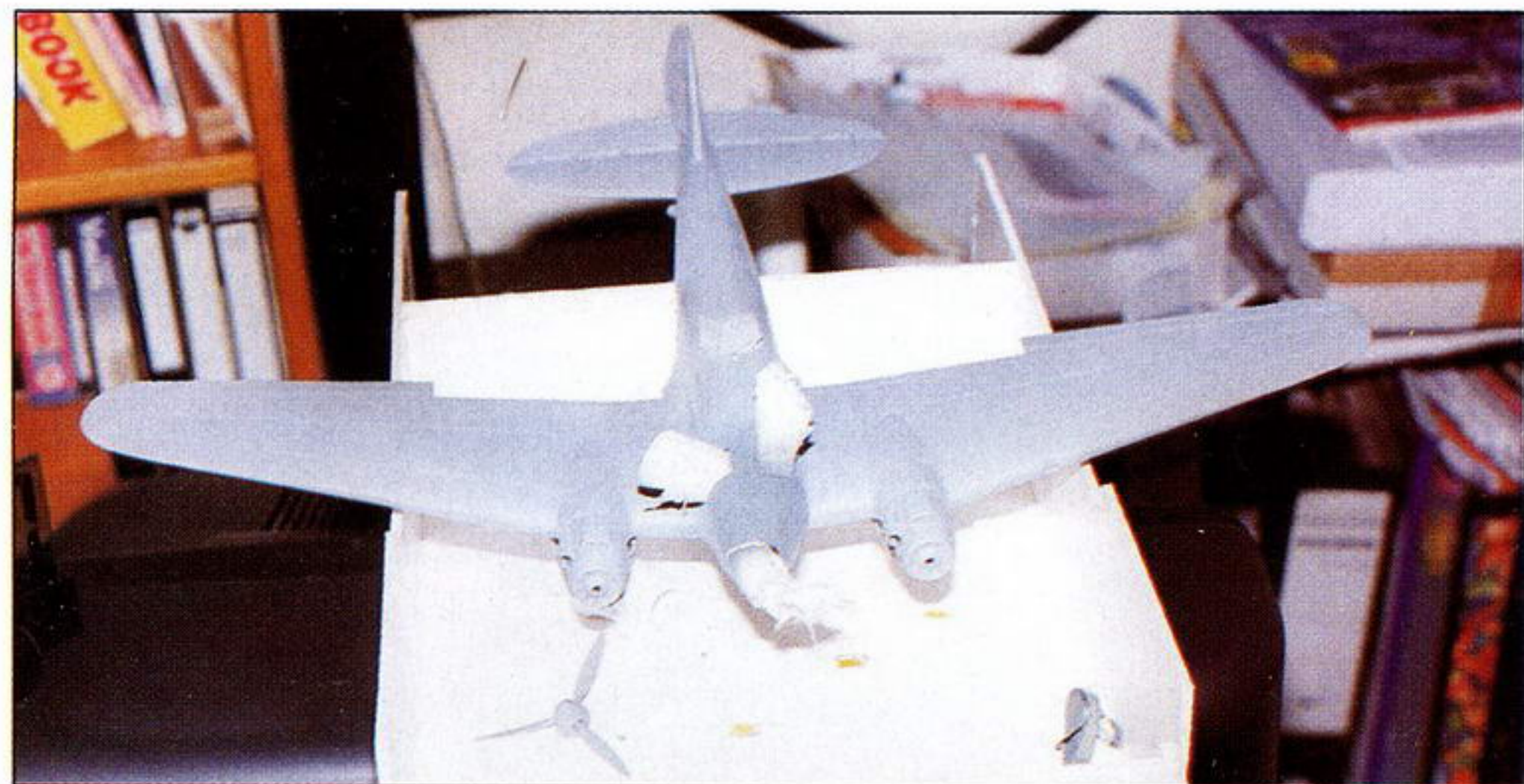
Really there was only one job to do now before thinking about paint. That was to drill out the forward part of the



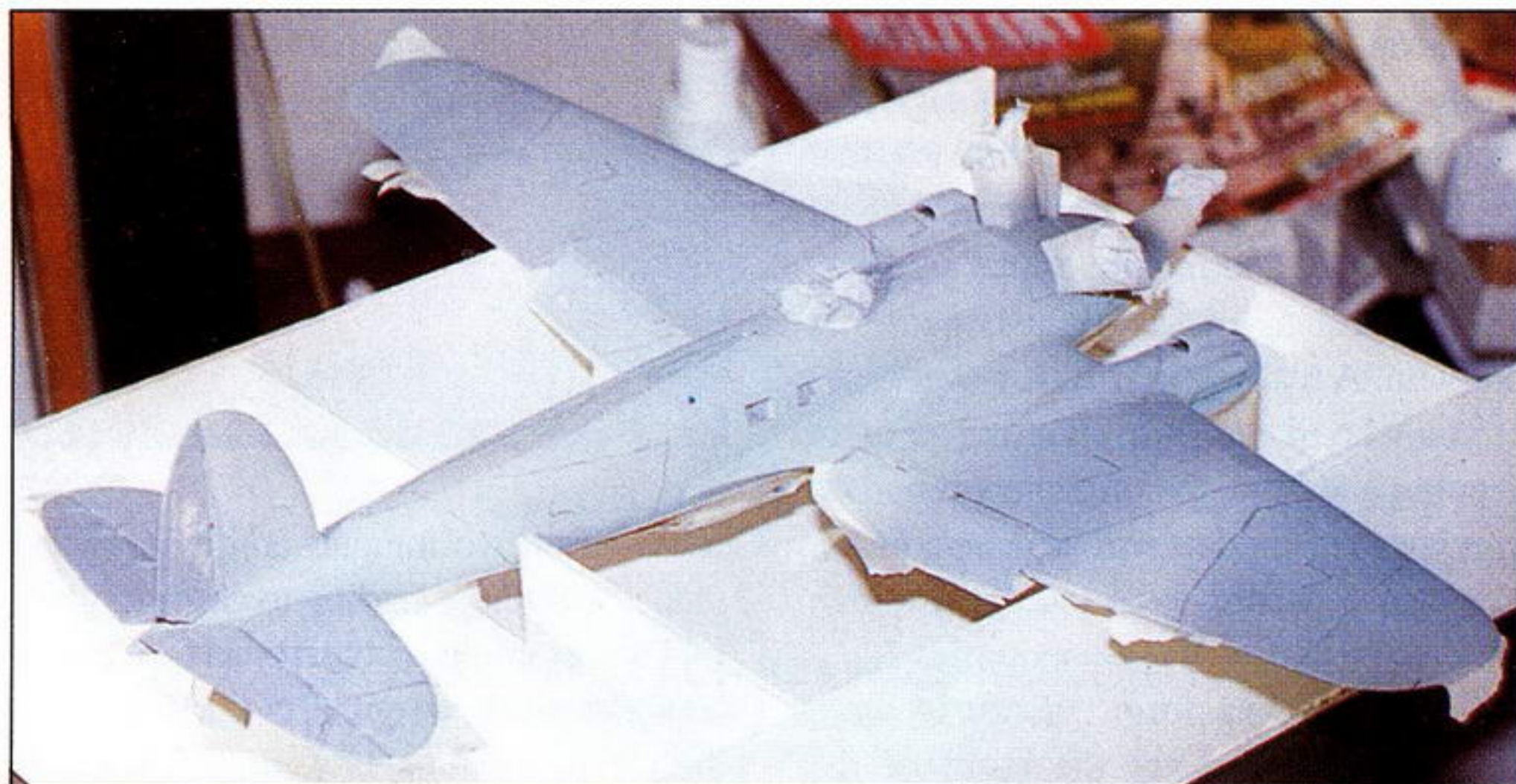
ventral gondola to take the new vacform glazed gunner's position. Ten minutes of getting meaningful with my mini drill and a scalpel and the desired hole was achieved. I opted to leave the addition of the glazing until after painting so that I didn't have any white metal gun barrels sticking out for me to bend or knock off.

Painting

All the open hatches need covering and I used masking tape and tissue. The first colour to be launched at the Heinkel 111 through my airbrush was RLM 02 (Tamiya XF-22) over the cockpit glazing



to give the correct interior colour. It is also worth noting that this is especially important on this model as the nose goes on in one piece which includes the metal panels on the underside being transparent - one to watch out for. After the canopy



frames had been painted it was time for the lovely old Halford's grey primer.

Once the primer had dried I marked out the RLM 70/71 splinter pattern with a soft (4B) pencil. The undersides were sprayed with my own acrylic mix of RLM 76. Once a basic coat of RLM 76 Licht Blau had been applied I decided to get all clever and 'let down' each individual panel. So, I added 10% light grey (I find a larger percentage of light grey works better than a smaller percentage of white, it appears less harsh when compared to the RLM



76.) I carefully sprayed the centre of each panel; cor, what a lovely effect.

The next day the masking up of the undersurfaces began in earnest. Another point to note was the fact that the uppersurface colour was continued down over the leading edge of the wing giving a small lip of green on the underside. As I prefer, the lighter of the two greens was applied first and allowed to bleed a little over the splinter pattern pencil lines

which were only a rough guide and again I let the paint down with about 10% Light Grey and proceeded to respray the centre of each panel. Things were really moving along and I was enjoying every minute of it. As soon as the RLM 71 had dried it



RLM 70 Black Green, the basic colour followed by letting down each individual panel. A long laborious job but the results are more than worth it. As I was removing the masking tape to see what sort of paint job I had achieved I realised something that could have saved me some time and effort. As the example I had chosen to make was an Eastern Front example it had to have yellow theatre bands on the fuselage and wings. (The position of the yellow fuselage band, half way across the BalkenKreuz was one of the reasons I chose this example). If I had sprayed the yellow directly on to the primer before adding any other colours I could have just masked up the bands and then applied the other colours. Instead I would have to mask up the rest of the model just to spray on the yellow bands, and a thick coat too if I wanted to avoid any shadowing from

contrasting colours underneath. So there's another point to look out for.

I removed the last of the masking tape and what a sexy model was taking shape before me, I just had to smother it in gloss varnish immediately.

Decals

Hmmmm. I had to think hard about this. Decal sheets for 1/48th scale Heinkel He 111s are still rather narrow, mainly being for H-4s and H-6s. I think that I have expressed my reservations about Revell decal sheets before, but this time I had no real choice but to give the kit decals a go.

I had found some rather nice examples of the He 111 H-14 of Kampfgeschwader



was back to slapping on layers of masking tape to mask off the RLM 71. I was rapidly losing my Heinkel under layers of masking tape. It would take a week to remove it all!

The same method was used for the

100 operations on the Russian Front in the Summer of 1943 in Alfred Price's "Pictorial History of the Luftwaffe". From the letters and numerals on the kit decal sheet I found that I could (with a little creativity) just scrape out the codes

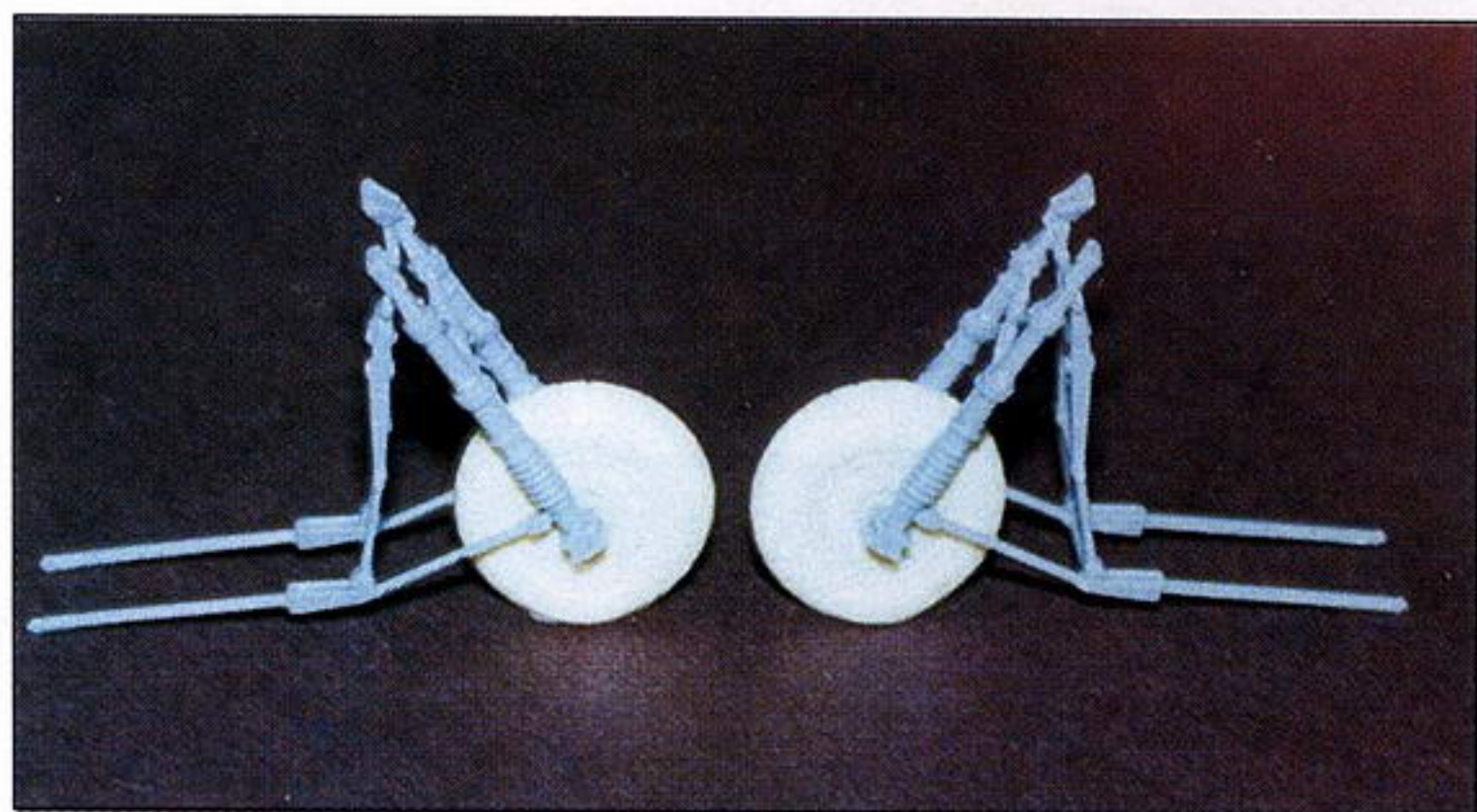
'6N+BK'. The red 'B' and 'K' were already on the sheet, the '6N' however was rather clever even if 'I say so myself. The 6 began life as a 3 turned upside down with the top 1/3 rd of a P to make it into a 6. The 'N' began as an 'H' with the cross bar removed and a number 1 placed diagonally across the 'H'. Hey presto, an 'N'.

The Balkankreutz went on as usual though I did remove all overlapping carrier film as with the codes because I have never seen carrier film silver like I have on Revell decals.

No swastika is included on the kit sheet, so AeroMaster had to come to the rescue with their 1/48th swastika decal sheet.

The Rest of the Model

With the decals completed and dry, 'Ernst' (Heinkel) was given a good coat of matt acrylic varnish. My attention now turned to matters like the undercarriage, propellers and hatches.

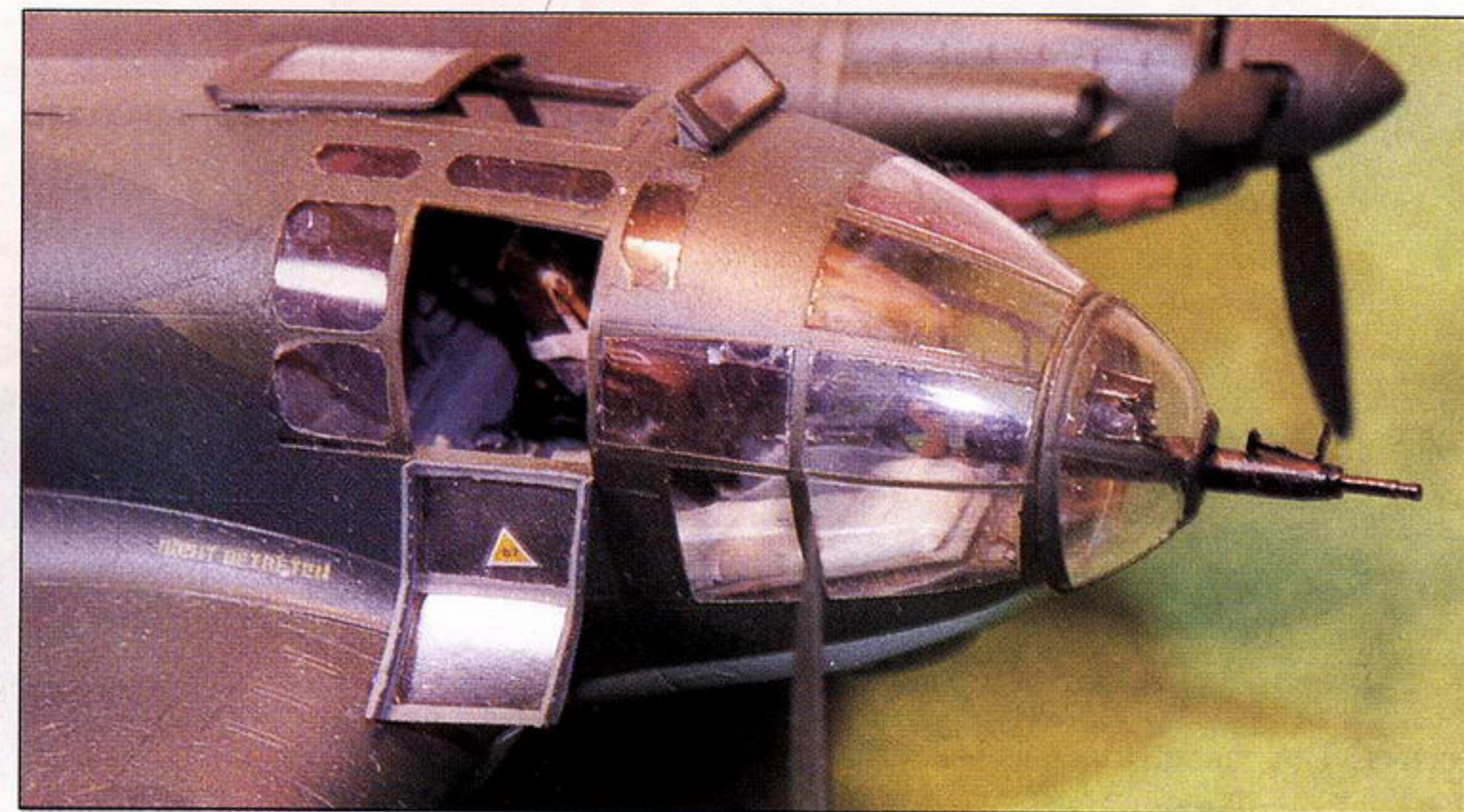


The undercarriage leg assembly is made up of three parts. The instructions are not very clear and care does need to be taken to make sure that you stick the parts together in the right places and the right way round. The True Detail wheels, once cut away from the casting blocks, were

was a great idea. (Maybe Revell could mask up the canopies for me as well?)

The props feature another new and interesting way of fixing rotatable propellers to the engine nacelles. The usual pin and socket employed by most other injection plastic kit manufacturers has been discarded and a split pin with barbs is used. I must admit that I viewed this with suspicion at first, thinking that the fit would be loose and the props would hang forward and require gluing in place. I was wrong, click, in they went, no problem. A really good fit. However those of you who like to sit in an armchair of an evening and blow the propellers round on you favourite models will be disappointed. Not that I would ever indulge in such childish pastimes- Vvvrrroooooom!

The two vacform hatches were simplicity itself. I cut them out of the moulding with a pair of scissors and cleaned them up with the Tee-Al bar,



taken all of two minutes and by now this model was really starting to come to life.

This example of the He 111 carried a compliment of six guns; 5 x MG15, 2 in the ventral gondola, one either side of the fuselage mounted in the aft fuselage windows and one in the dorsal position.

Conclusion

Well, there you have it and it looks like I've had it to. I like the results that I have achieved from the kit and all the upgrades. There is also an internal and exposed engine upgrade available from Verlinden which costs around £12 and though I did say that the cockpit needs very little upgrading (if at all) to think of having the cowlings off one or both of the engines is making me drool a little.

The total cost of this model was not the usual heart stopping, punch in the wallet that is expected when doing vast upgrades. The whole model cost around £45 to do.

With the release of the Heinkel He 111 with a V-1 slung underneath and all the upgrade conversions available the possibilities are endless. Hey has anyone apart from Arba built up one of Arba's Zwilling He111 and if you have have you got the Gigant glider to go with it?

Wee, what are you waiting for, get building damn you!

My thanks to Revell (GB), Koster Aero Enterprises, KMC and True Details for supplying their products and thus making this particular piece of self indulgence possible.

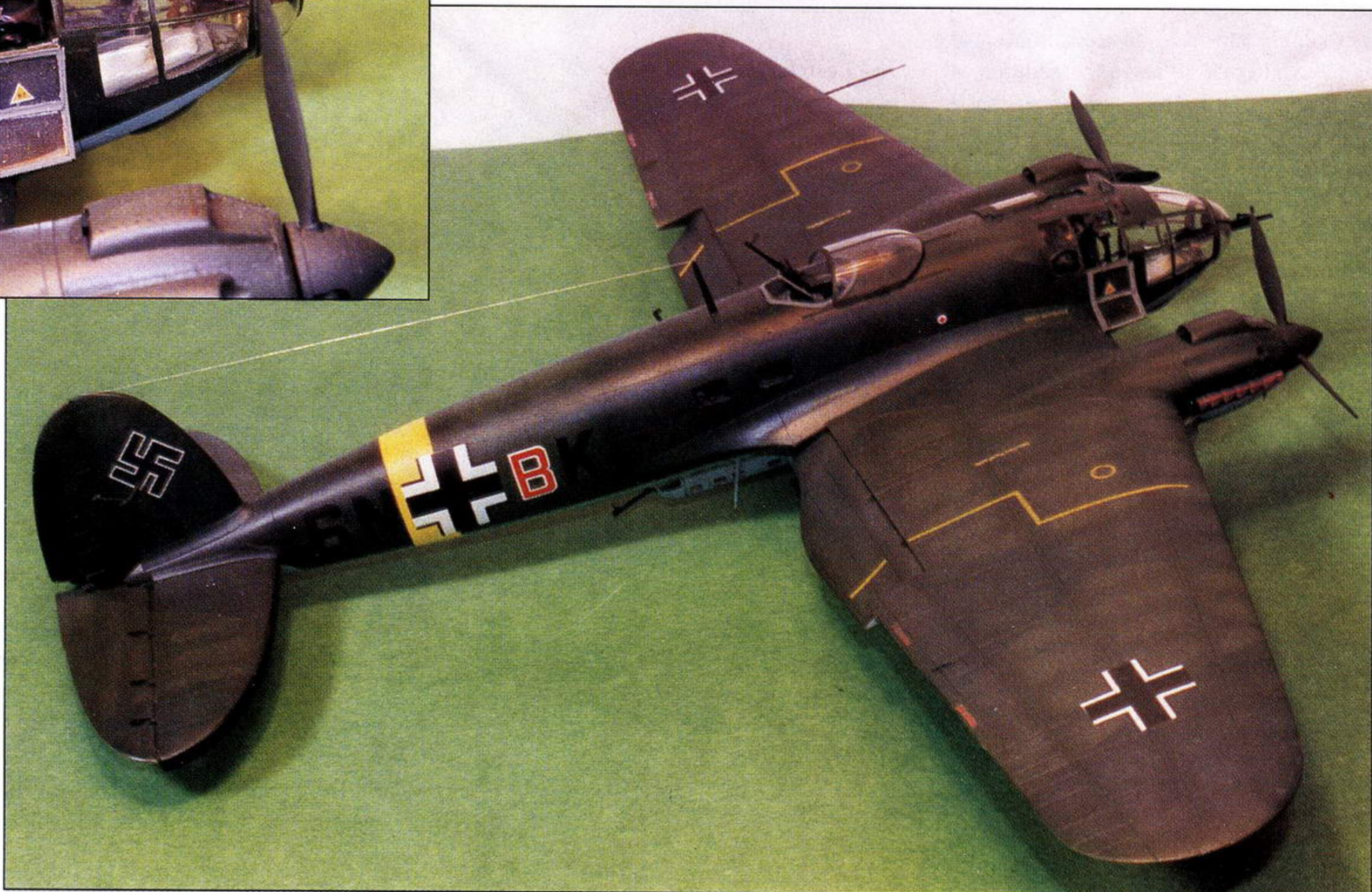
Mitch Thompson

Mitch's Ego Trip: Mitch won a silver medal with this kit in the WWII class at the recent Chiltern Model Show. Ed.



sanded down at the bulge of the tyres with my Tee-Al bars to ensure a flat sit on the 'deck'. It was also necessary to drill out the hubs so they could take the axles of the undercarriage legs.

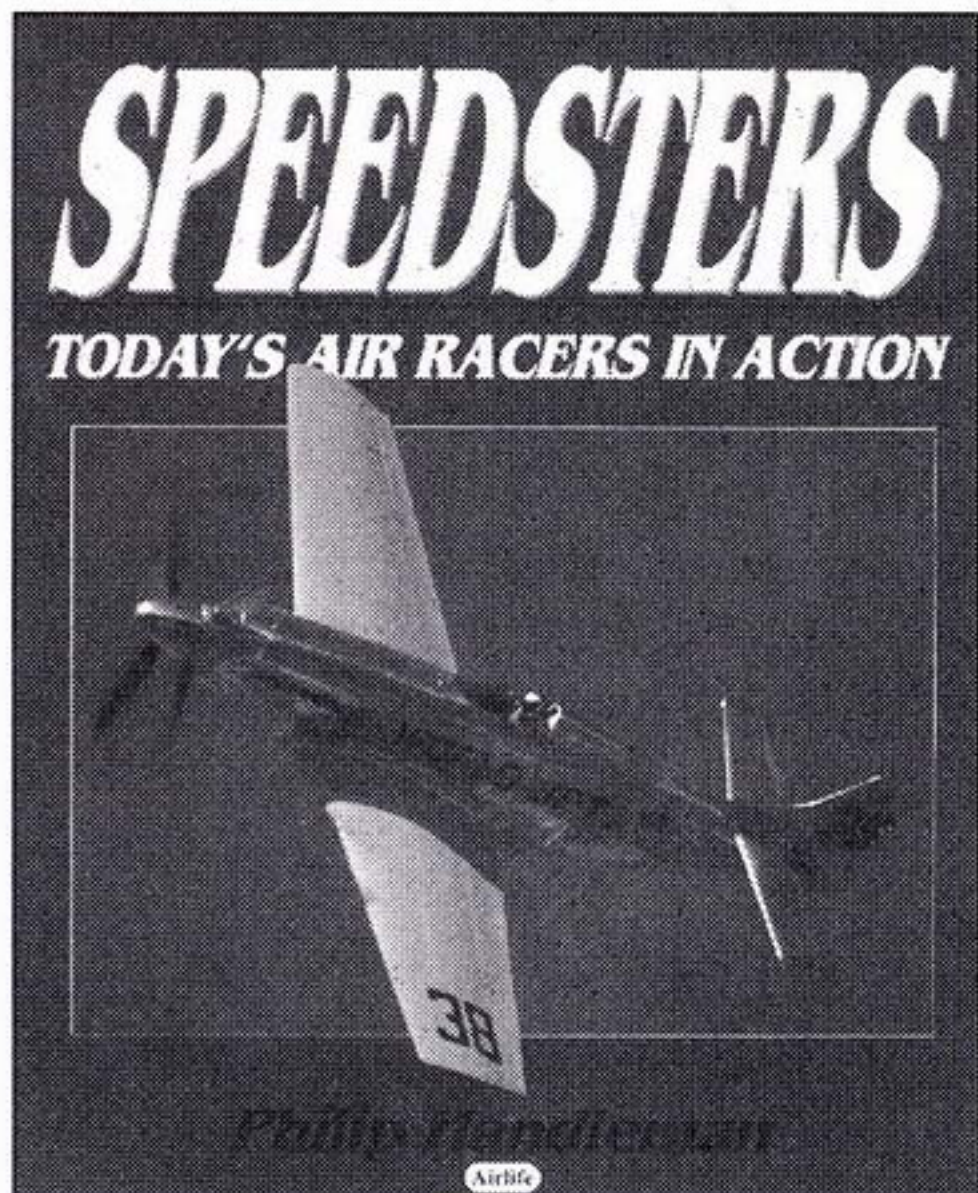
One little area of any kit that really gets on my nerves is the undercarriage doors and fixing them on. Those 'top chaps' at Revell/Monogram have moulded them in place in the open position. This may not suit everyone but as they are moulded on hinges they are easy to remove should you choose to model the Heinkel in flight. (Come on, there must be one of you mad enough to try it, or is it going to be left up to me again.) Anyway I loved it and thought it



Modelling Bookshelf

Air Racers in Colour

One of the latest titles from Airlife publications deals with the fascinating world of air racing.



The book, entitled 'Speedsters', is a soft back title of a 230mm x 270mm format. The entire book is full colour and the format is very similar to the Warbird specials we all know from the likes of Airlife and Motorbooks. What you basically get is a superb collection of top quality colour pictures of the chosen subject matter, with a small amount of narrative text alongside each one. This title would seem to be very much an aviation enthusiasts title until you appreciate the immense amount of clear photographic reference there is in it for the modeller. I feel that this book is at least a source of interest to a modeller and at best pure inspiration. The many warbirds depicted in the pages of this book are readily available in kit form and without too much modification most could be made. The worst point is the complete lack of suitable decals and I for one can only hope some enterprising decal company will start to consider this element of aviation history as there is surely a market for them.

The title is compiled and photographed by Philip Handleman and the overall quality of it cannot be overlooked. The first section takes an overall view of the air show circuit in the USA and then this is followed by chapters which deal with the bi-plane racers, the home-brew specials, the T-6's, helicopters, T-28's and finally the warbirds. Each chapter is full of colour prints, most of which are usually either half or full page in size. My favourites are Rare Bear (F8F), Dreadnought (Sea Fury), Mr Awful (Yak-11) and Dago Red (P-51D). How I would love to have each of these types available as kits or conversions, with decals, in 1/48th scale!

Overall this is an enjoyable title and one which I feel will appeal to the modeller and aviation enthusiast alike. The quality of this title is excellent and it is one you're never quite sure why you have it on the shelf but every time you begin thumbing through the pages you

start dreaming 'What if I converted the Sea Fury with the addition of It is an inspiration and well worth having.

This title is available from all good bookshops and specialist outlets and retails for £16.95

My thanks to Airlife Publishing Ltd for the review sample.

New Belgian A.F. Title

To celebrate the 50th anniversary of the Belgian Air Force JP Publications have released a revised and updated edition of their title on the subject.

Previously the author has released books entitled 'The Belgian Air Force 1946-1986' (1986) and 'History of the Belgian Air Force 1910-1990' (1989). This new title is a revision of all the information contained within the two previous titles and I am advised that it is totally revised, updated and cross-checked. Formatted as a soft back, A4



sized book of 136 pages it contains over 200 photographs many of which have never been seen before. The title begins with a brief look at the BAF in the 18 day war in 1940. Then the title turns its attention on BAF pilots within the RAF. The next section is a general overview of the BAF after WWII. This is followed with BAF operations in the Belgium Congo inc "Operation Congo" and Zaire (Operation "Red Bean") in 1978. The book then looks at the aircraft types operated by the BAF starting with a section covering the 1946-50 period. This is followed with looks at specific types: Spitfire Mk IX, XIV and XVI, Mosquito NF.30, TT.III and TT.VI, T-6 Harvard, C-47, Gloster Meteor F.4, F.8, Republic F-84E/G, Lockheed T-33A, Fairchild C-119F/G, Douglas DC-4/C-54, Bristol Sycamore, Percival Pembroke C-51, Republic F-84F, RF-84F, Hawker Hunter F.4 and F.6, Avro Canada CF-100, Douglas DC-6A, Sikorsky HSS-1 (S-58), Air Fouga Magister, Lockheed F-104C, Siai Marchetti SF-260MB/D, Mirage 5BA, 5BD & 5BR, Westland Sea King, Lockheed C-130, Falcon 20E,

Swearingen Merlin IIIA, B272-100/QC, HS.748-2A, Alpha Jet, F-16A & B and Dassault Falcon 900B. Each section gives a brief history of the type and a selection of photographs which vary from a couple to 6-8.

The title then looks at the BAF's involvement in Humanitarian Operations since 1990. This includes Somalia, Rwanda, Zaire and Bosnia. This is followed with a short passage laying out the future of the BAF and finally the title takes a look at the current types operated by the land forces, Navy and Gendarmerie with a tailpiece which looks at 'Les Diables Rouges' the BAF display team.

Overall this is a good title and a sound reference point for anyone with an interest in this country's air force and airmen. The book does contain a couple of colour pages containing various side views of certain aircraft types. Although these are by no means of the standard we seem to expect nowadays, they are still very useful. If you like the subject matter, you will want this title.

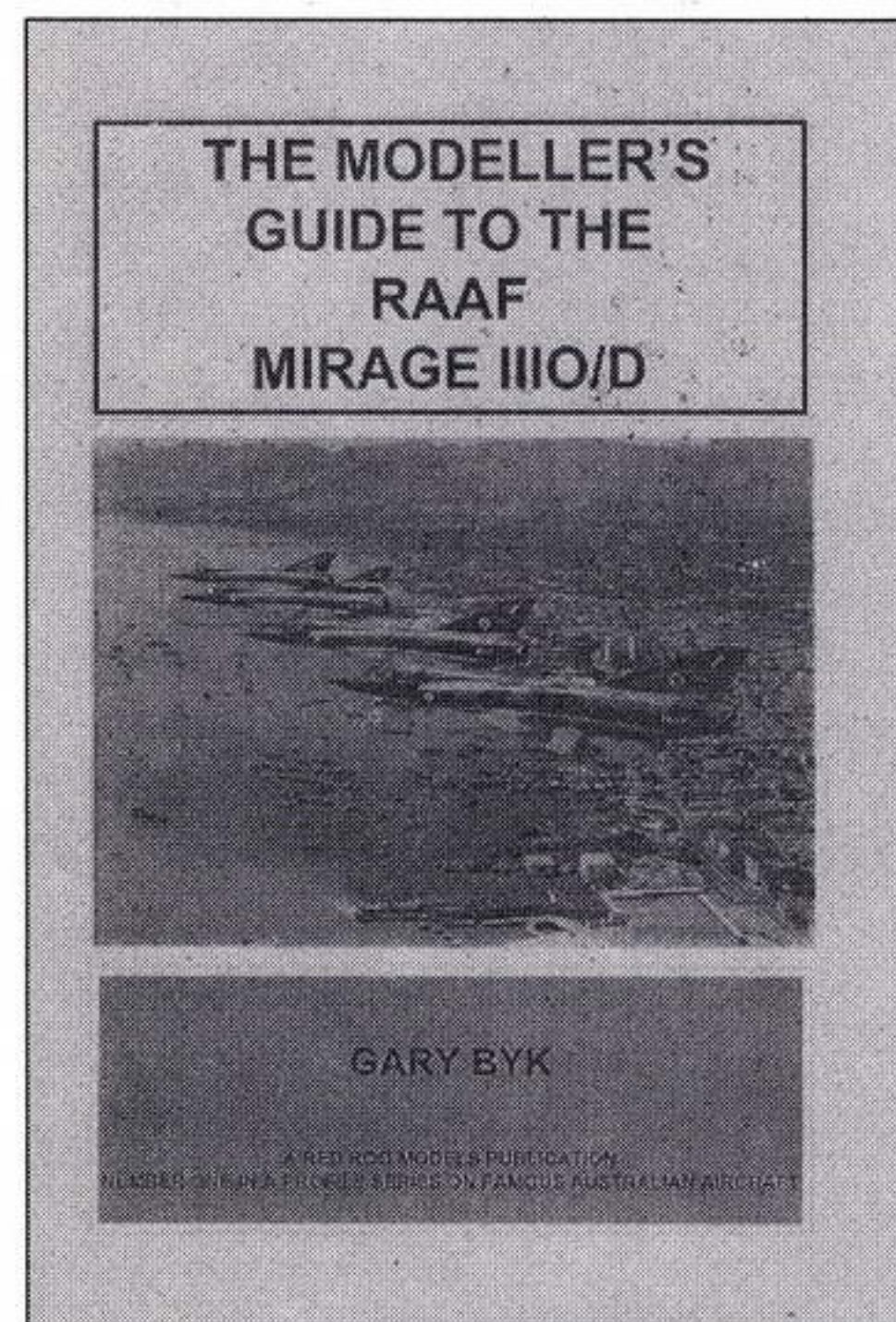
Copies of this book can be obtained for £21.95 plus £3.00 P&P from:

John Pacco, Kamersveld 7
2630 Aartselaar, Belgium.

My thanks to JP Publications for the review sample.

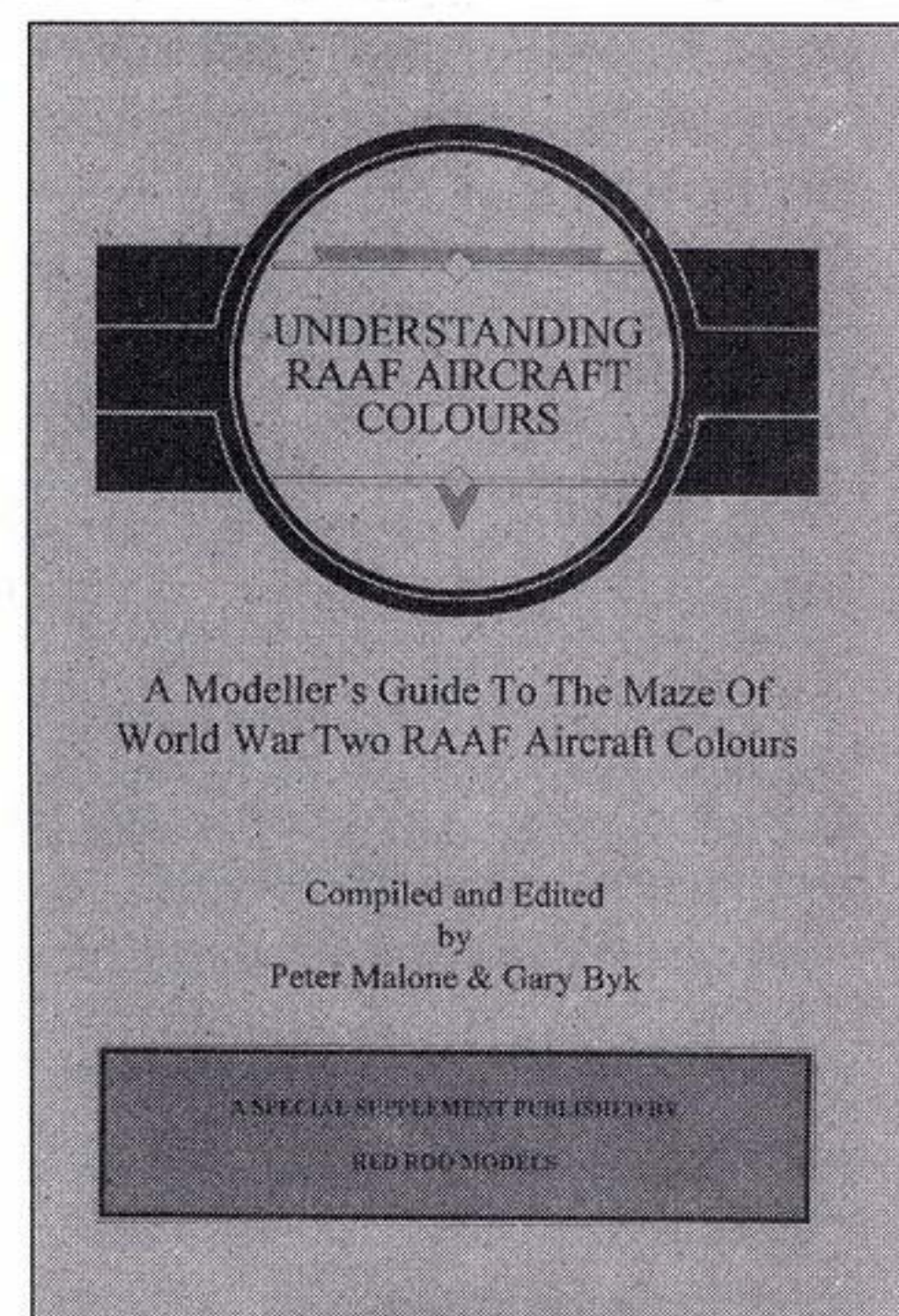
A Modeller's Guide to the RAAF Mirage III

Recently released by Red Roo Publications is this spiral bound title dealing with the Mirage III in RAAF service. This product is aimed at the modeller and it deals with all the aspects of this type that the modeller will need to know. The epic 120 page A4 format title is crammed full of all the information you could need on the subject matter, without too much mind-numbing technical text.



The title starts with a look at all the squadrons that operated the type, in a who, when, where table. This is followed with some background information on why the RAAF selected the Mirage. This

section includes type tables which list all the sub-types with all their roles, uses etc. This section also includes a set of drawings which although of poor quality are included because they are concept diagrams prepared by Avions Marcel Dassault for the sales brochure given to the RAAF Evaluation Team. The next chapter gives a brief technical run-down about the Mirage II with some useful close-up photographs. The next section



looks at the Mirage in RAAF service with brief accounts of all the units which operated the type. Next the title moves into the area of colour schemes. Here the chapter is sub-headed into the different types of colour scheme the type has worn in RAAF service, starting with overall Natural Metal, the Aluminium Lacquer, Matt Lizard, Semi-Matt Lizard, Experimental Grey Schemes and finally specially applied schemes. At the end of this section there is a table which looks at all the colours used on the Mirage and gives BS 381c and FS 595a colour matches as well as listing all suitable model paints in the Humbrol, Xtracolor, Agama, Modelmaster, AeroMaster, Tamiya and Gunze paint ranges.

The types of ejection seat fitted to the Mirage are dealt with next. Both the Mk.4 and Mk.6 are covered with a detailed line drawing which indicates the colour of each component. This is followed by a close look at a special machine called 'Daphne' which was operated by No.77 squadron. Next comes the modelling section of the title with a look at all 1/72nd and 1/48th scale versions of the Mirage III that have been produced. This is followed by a discussion section that looks at the pitfalls and problems people may encounter when they want to build an RAAF Mirage III in any scale. The title then moves on to decals and takes a look at all the decals available which are suitable for RAAF Mirage III's, this being produced in table form. This is then followed with a very useful section dealing with decals and their application from water-slide to dry transfer types as well as a trouble-shooting section on how to deal with 'decal dilemma's'.

Next comes the 'Mirage Gallery' and

as you can guess this is a large collection of reproduced B&W photos of the type in RAAF service. These fifteen pages are followed by the 'Mirage Folio' and this is a thirty-eight page section which includes a wealth of illustrations from the type's operating manual, including cockpit interior, gun pack, wing, control surface and undercarriage construction and operation, plus a number of tonal side views offering you various colour schemes which have been carried by RAAF Mirage III's over the years.

Overall this is a neat title with lots to offer the modeller and also a great deal for the aviation historian. If you like the subject matter then this title is for you.

Also released by Red Roo is a new booklet of similar size and type as the previous one entitled 'Understanding RAAF Aircraft Colours'. This 40 page booklet is offered as a 'Modeller's Guide to the maze of World War Two RAAF aircraft colours'. The title certainly does attempt to look into this fascinating subject and the book does contain a mass of B&W pictures which will be of great interest to the modeller. Overall the title will be of interest to anyone with a liking for RAAF types in WWII, although I feel this booklet may add more mud to the waters instead of clearing them!

Both of these titles can be obtained direct from Red Roo Models. If you want to know more about them or these titles contact them at;

Red Roo Models, PO Box 113

Glen Waverley, Vic 3150, Australia

My thanks to Red Roo for the review samples.

Warbird Tech Series from Airlife

This is a new series of books designed for both the technically minded aviation enthusiast and the modeller. The idea behind the title is, I suspect, to offer a selection of extracts from the aircraft's operation manuals complete with all illustrations etc. and then include a narrative history of the type. Three volumes have so far been released, all dealing with American types. All of these have made their way to us, so let's have a look.

The first volume is about the Consolidated B-24 Liberator. The book, and all others in the series, is 210mm x 280mm and contains 100 pages. All of these, except a colour insert of four pages, are in black and white. The B-24 title starts by looking at the specification which lead to the Model 32 Liberator. This is followed by a look at the evolution of the design and a warning not to generalise about the type. Areas such as the various bits borrowed from other Consolidated types and included in the Model 32 design are covered as well as a look at the long and short engine nacelles and how this effected the type of propellers fitted. This whole chapter

covers all the areas in the B-24 which are of interest in regard to how the design evolved and it is a fascinating insight into what the machine was like. The next section looks at a type which is often overlooked with regard to the B-24, the single-fin XB-24N. This type is covered in detail within this section with lots of photographs, diagrams and narrative text culminating with a look at the YB-24N and the fact that it was nearly used operationally at the end of WWII. The



next chapter is small and it deals with the use of the B-24D for in-flight refuelling tests in 1943. This is an interesting section and a suitably modified B-24 and B-17E would make for a most impressive model! The Liberator Express or C-87 transport variant is covered next and the way in which the type was fitted out and how Col. E.H.Alexander argued in favour of arming these types for the India-China wing of the AAF in 1942. Full details of the waist, tail, nose and top turret fit as well as internal seating arrangements and cargo doors are all well illustrated in this section. Everything about the guns and turrets fitted to the type is covered in this big chapter and the wealth of illustrations from wartime manuals will be of great interest to the modeller. In the middle of this section is the four page colour insert. Although this does carry a couple of shots of currently restored examples, there are some nice wartime examples and for my money the best is the Privateer drone on the ramp at Point Mugu, lovely!

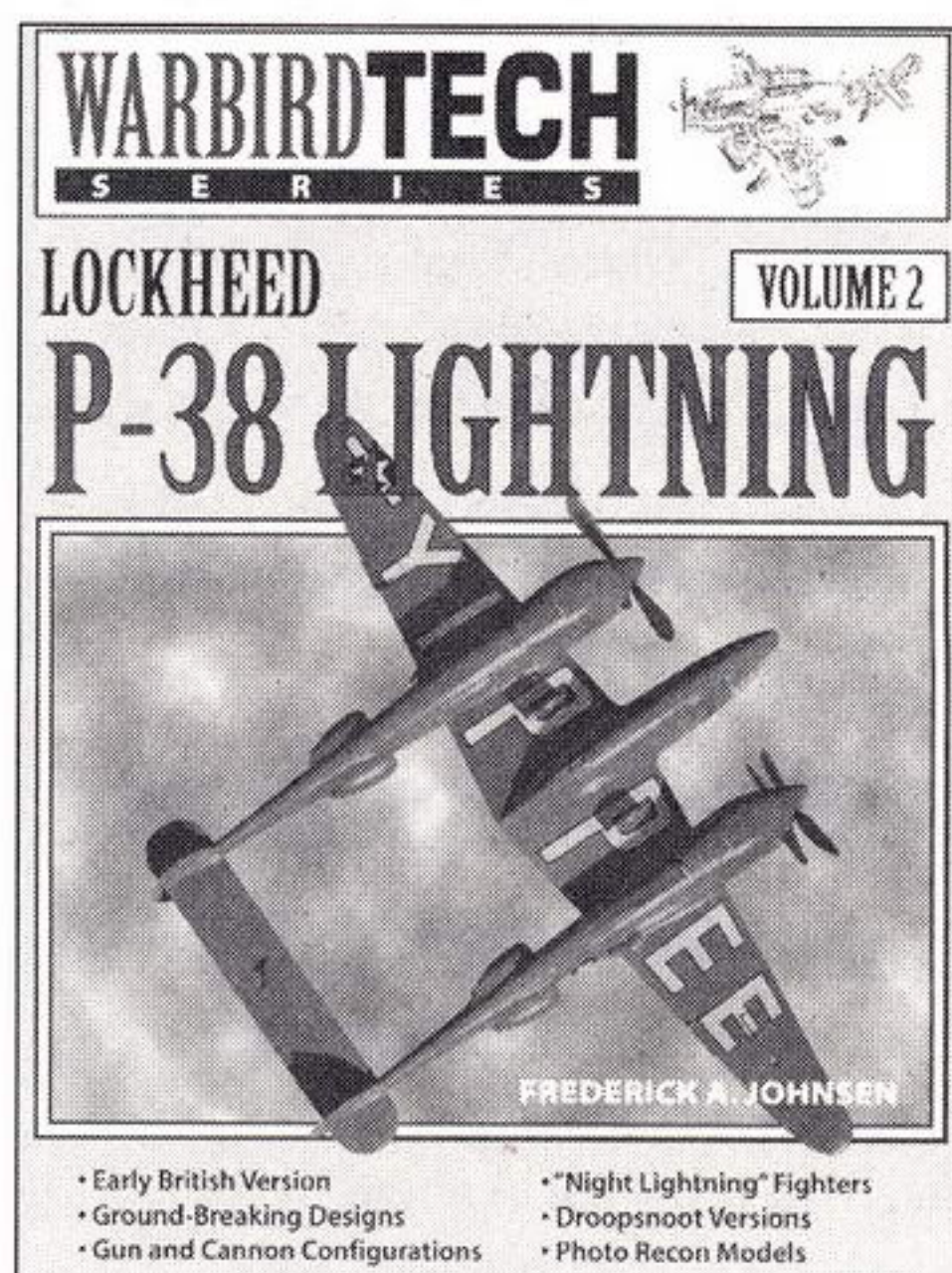
The final chapter of the title looks at the Privateer and this section includes a nice couple of shots of the cockpit area in both early and late production machines. The appendix at the rear of the title lists all C-87, C-109 and B-24's operated by the India China Division, Air Transport Command as of the 31st May 1945. This two page list gives details of the aircraft call-sign, type and base. The last page of this title is a list of key dates in the history of the Liberator/Privateer and a narrative text illuminating their significance.

The second title on offer is all about the Lockheed P-38 Lightning. This title is the same size, volume and content layout as the previous B-24 edition. The first chapter looks at the development of the design into the production P-38 and also

includes a few oddities which resulted from various tests with the type. These include the P-38 with an upswept tail (neat conversion!) and a P-38E which was fitted with dual controls, had additional streamlining of the fuselage pod and was used as a flying testbed for wing sections in connection with the Lockheed Constitution transport design. The next chapter looks at the development of the basic design from the early Model 322 (Lightning I) for the RAF to the night fighter P-38M. This is followed with a section looking at the operational use of the type and its armament etc. Lots of operation manual diagrams are used throughout this section and they are extremely useful. In the middle of this section is the four page colour insert. Unlike the B-24 version this book does not include any pictures of modern preserved examples, instead you get a nice collection of wartime vintage shots including an ex-RAF Model 322 on a transit flight within the US. The penultimate chapter looks at the use of the P-38 for photo-recce work and the development of Haze paint. Nice instrument panel illustrations from the operation manual are included as well as a mass of photographs. The last chapter in the book looks at the 'Droop Snoot' version. Here you get a narrative text telling you how the type came about and about all the field modifications made by units before a special 'bomber-nose' version was produced.

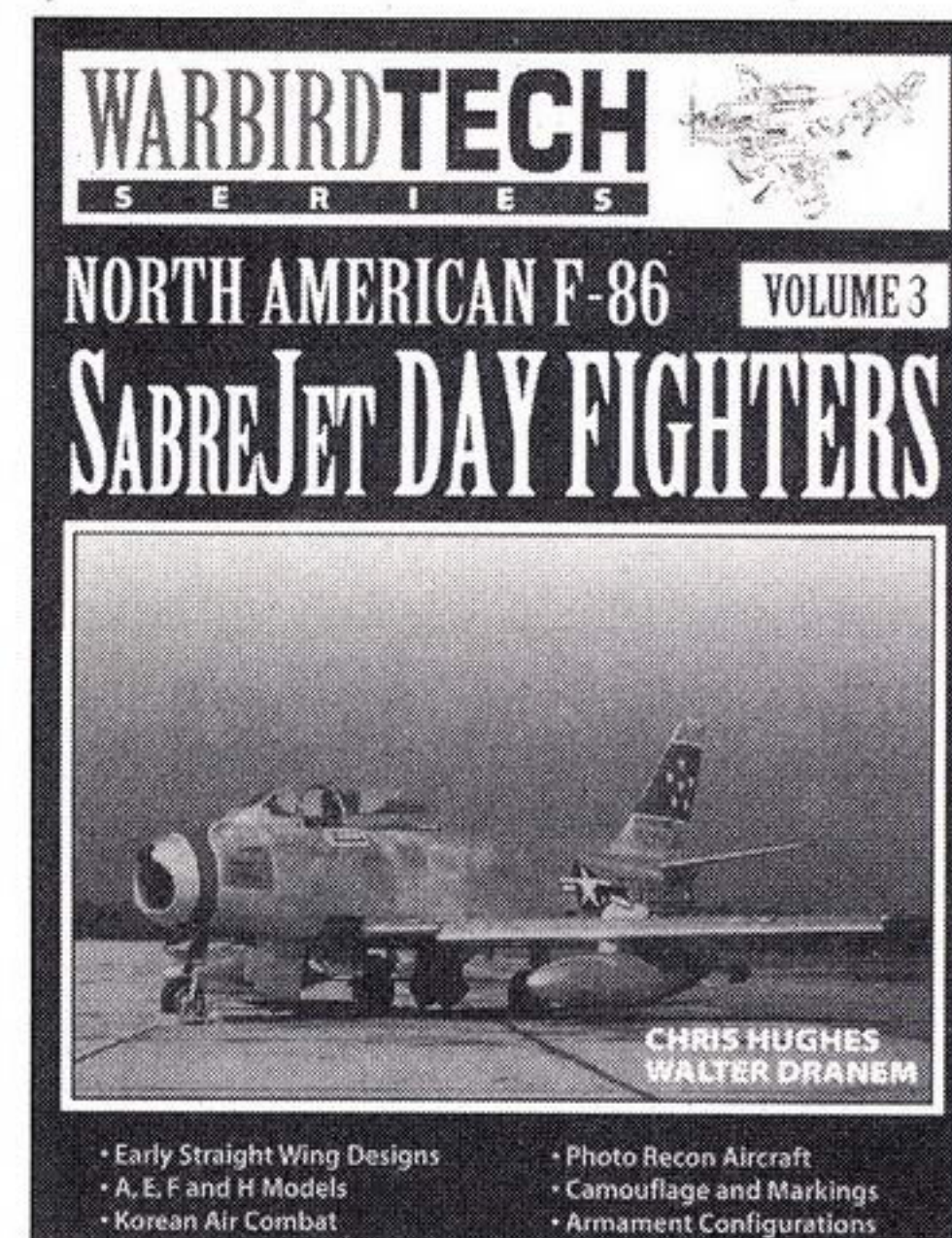
The appendices at the rear of this title include an AAF conversion chart which allows you to convert AAF serial numbers to Lockheed construction numbers and, as with the B-24, there is a section of significant dates with a narrative history of the types.

The final title released in this initial batch is all about the North American F-86 Sabre. The title is identical in format to the previous two with 100 pages and a four page colour insert. The book starts



with a look at the development of the type from the early straight wing XP-86 in 1945 to the revised XP-86 in early 1946. The use of German technological research into the effects of swept wings in regard to the critical Mach number of an aircraft's wing was indispensable in

making the XP-86 work and allowing it to operate at its required speed. The text then charts the development of the type and the evolution of the design to incorporate all the armament and performance requirements of the Air Forces specification. The text then continues to chart the type's production and service use with reference to the two F-86A's which attempted a speed record in early September 1948 and the modification, in the field, of F-86's to RF-86 photo-reconnaissance platforms. Chapter two deals with the development of the early F-86 into the E series and this section carries lots of operator's manual diagrams and lots of pictures of the Sabre while deployed during the Korean War. Chapter three as you would expect deals with the next evolution, the F series. Here there are more manual illustrations including a mass of cockpit diagrams and in the middle of it all is the colour insert. This section includes a nice collection of colour pictures including JASDF, Korean and Saudi Air Force operated machine plus a target tug, a Commonwealth CA-



27 and a Canadair Mk 6. The text returns to the F series and it looks at the armament carried by the type as well as the on-board systems and camera equipment. The final chapter looks at the F-86H and this section does contain some nice diagrams of the cockpit interior as well as a manufacturer's photograph of the ejection seat used in this version, as it is completely different to those used in the A to F series. As with all the previous titles the last page gives significant dates within the history of the type along with a narrative explanation of each.

Overall I feel that these books are ideally suited to the modeller. They offer a wide coverage of the type and although they are not definitive, they are certainly better than anything that is currently available. For just £9.95 each they are certainly worth looking for and well worth adding to any book collection, be you modeller or just aviation enthusiast.

All of the titles in this series should be available in all good bookshops and in selected specialist model shops.

My thanks to Airlife Publishing Ltd for the review samples. Roll on the Me 262 edition!

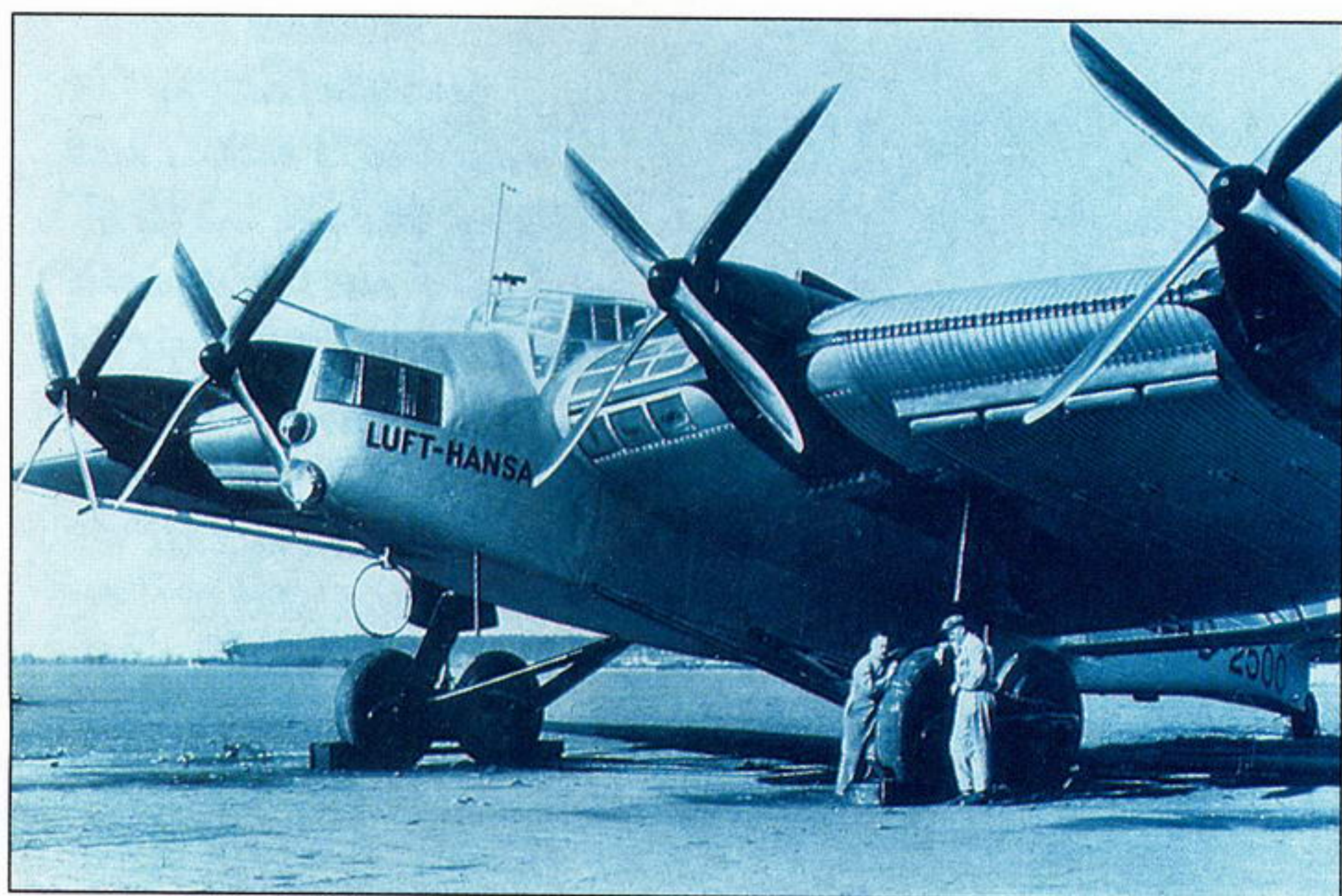
Revell Word Search Competition

**FIVE
TO BE
WON**

Revell and the Scale Aviation Modeller International Magazine have joined forces to bring you this fantastic word search competition. Simply find the following 14 words and send your entry to: Revell "Junkers G-38" Competition, Scale Aviation Modeller International, SAM Publications, 24 Grove Place, Bedford, MK40 3JJ to see if you've won!

SPITFIRE
JUNKERS
HURRICANE
SHACKLETON
LANCASTER
VENGEANCE
MUSTANG

PHANTOM
FULCRUM
TORNADO
HEINKEL
REVELL
HORNET
THUNDERBOLT



Junkers G-38

First flown in November 1929, after the German Air Ministry of Transport ordered manufacturers to gain experience in building large aircraft, only two G-38s were ever built. Both were used on Deutsche Luft Hansa routes to London from Berlin. Weighing in at 26 tons the cruising speed was only 127mph. The first example crashed at Dessau in 1936 and the second was destroyed by RAF bombing at Athens during WWII. The kit is moulded in metallic grey and features a full interior of seating complete with tables and clear plastic windows.

The kit colours are the early D.L.H. Aluminium (Revel 99) with Black (Revell 302) engine nacelles, wing areas and undercarriage. The two outer rudders are Carmin Red (Revell 36) although earlier in its life these were also Aluminium.

The kit decals are for D-APIS (c/n 3302) which was originally registered D-2500 and the aircraft was named Generalfeldmarschall Von Hindenberg.

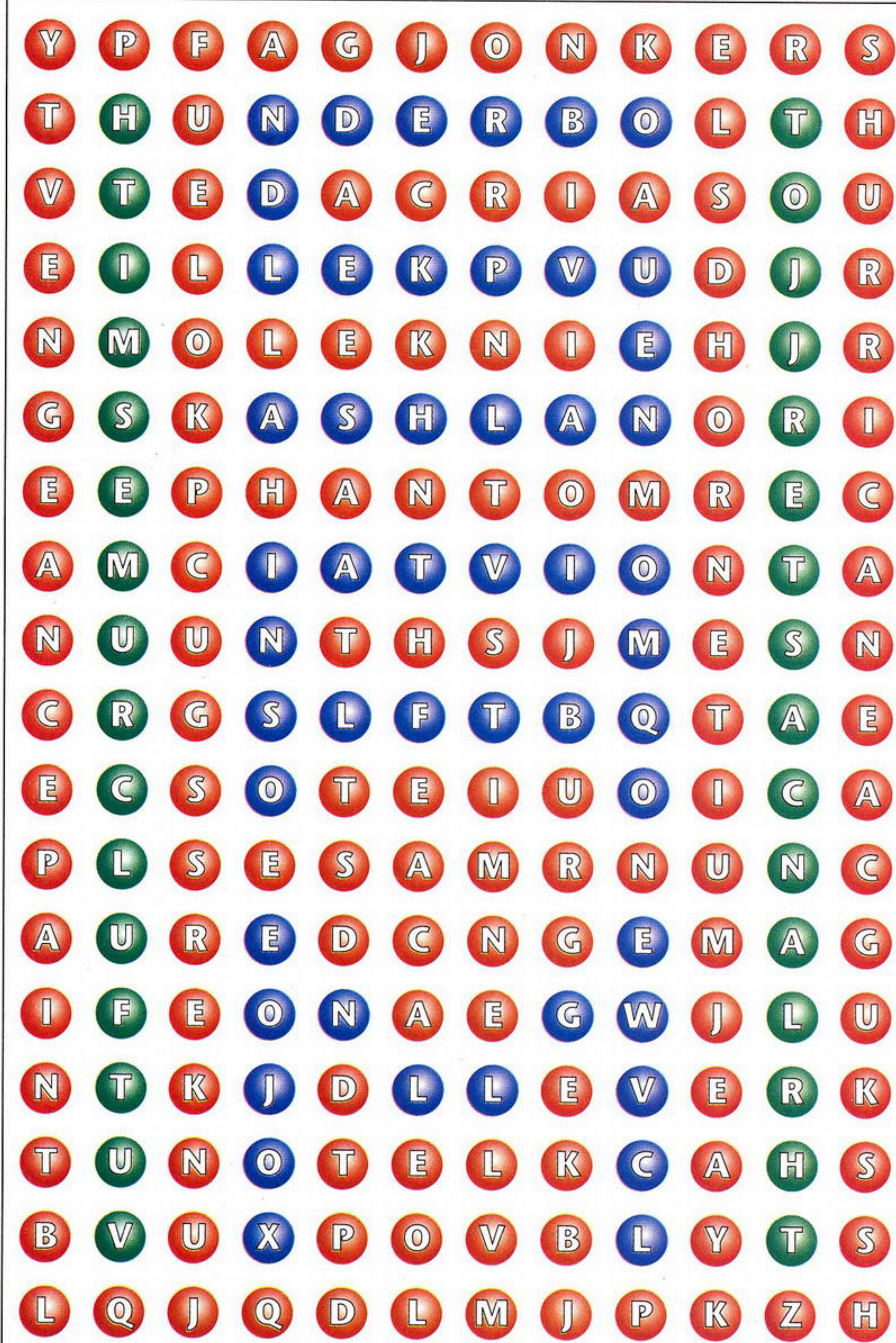
Technical Data

Manufacturer: Revell
Scale: 1/144
Kit No: 04203
Price: £14.95
Type: Injection Moulded Plastic
Parts: Plastic 56, Clear 23.
Decal Options: 1
Distributor: Revell (GB) Ltd, c/o Binney & Smith Ltd, Amptill Road, Bedford

Taken from "Lufthansa, An airline and its Aircraft", the G-38 is quoted as having a span of 144 feet and a length of 76 feet. The model measures out to a span of 1ft, length 6.5 inches.

"This is a very good model with good fitting parts, good decals. I can recommend this kit to all modellers."

Reviewed by Paul Gold
in SAMI, issue 2 number 10,
October 1996.



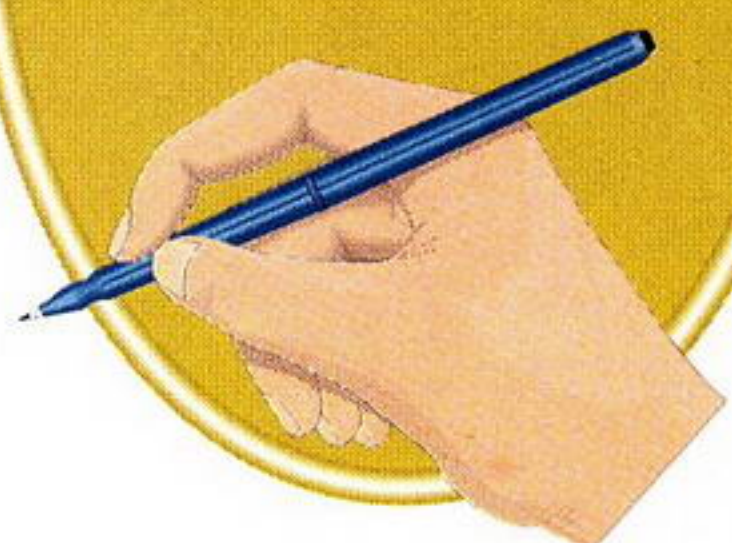
Competition Rules:

Competition open to residents of the UK only. Employees/volunteers working for Revell (GB)/Binney and Smith and Scale Aviation Modeller International/DMZee Marketing or their families are not permitted to enter. The first 5 correct entries drawn will win. No correspondence will be entered into. The judges decision is final. Winners names and addresses will be printed in the next issue of SAM Magazine. Photocopies are acceptable. All entries should be received by 10th January 1997.

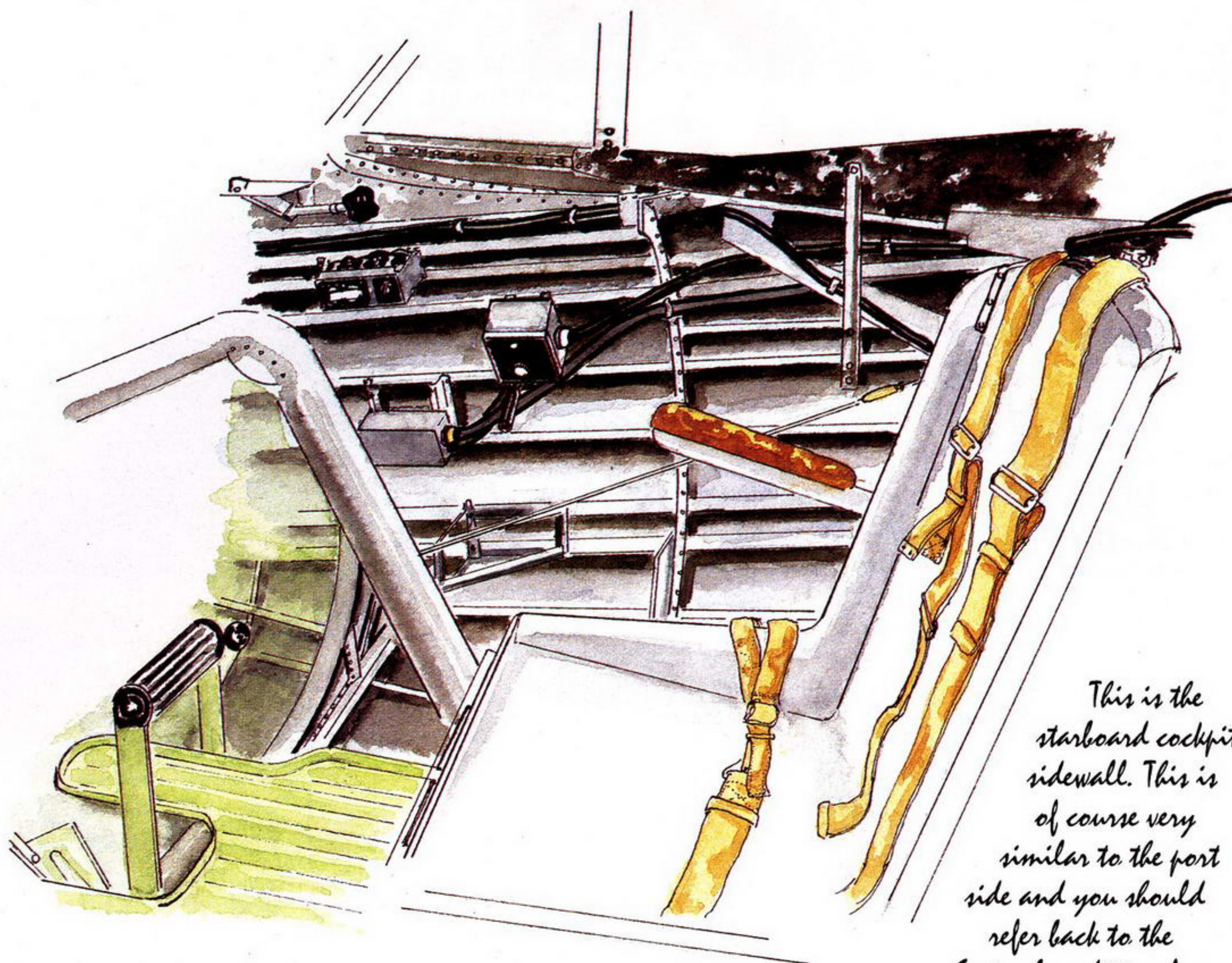
Competition prize value £14.95 RRP (each).

Aircraft Sketchpad

by Steve Benstead



As a follow on to the previous look at the 'Cat' (See September edition), aviation artist Steve Benstead brings you some more details on the interior of this machine.



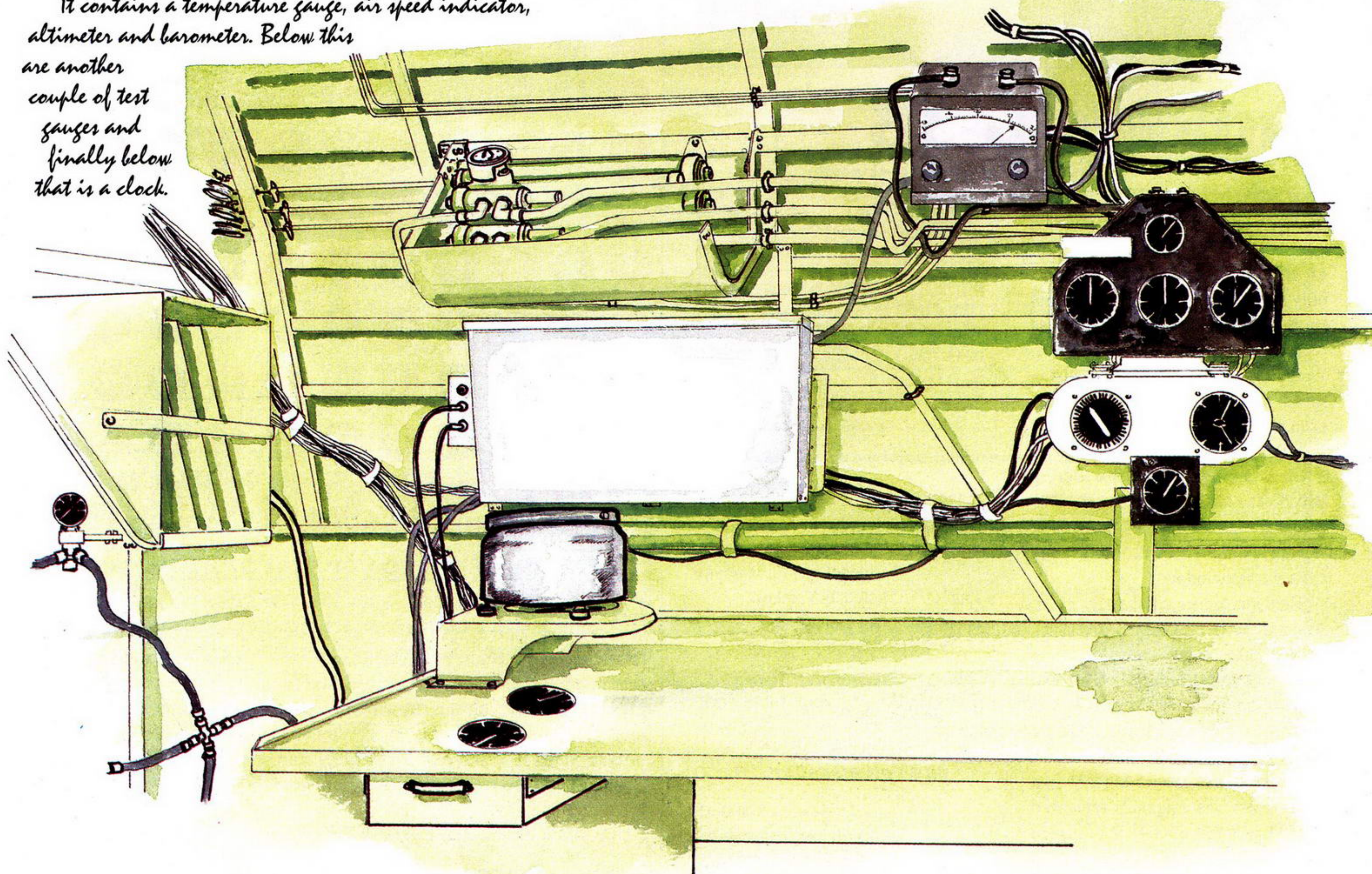
This is the starboard cockpit sidewall. This is of course very similar to the port side and you should refer back to the September edition for more details on this area.

This is the navigator and radio operator's position, looking at the port side. On the rear bulkhead you can see a storage box for maps and charts. On the table you can see the compass mounted on a little stand in the left corner. Set into the table are two chronometers. These are in fact accessible via the drawer and they are viewed through clear panels in the desk top. The large metal bin behind the compass is an octant and binocular storage bin. This folds open (hinging at the bottom). Above this is a drip tray mounted around the hydraulic actuator for the auto-pilot system.

The large electrical meter is to test the on board systems. Below and to the right of this is a standard navigator's instrument panel.

It contains a temperature gauge, air speed indicator, altimeter and barometer. Below this are another couple of test gauges and finally below that is a clock.

Points to note on this side are the IF destruction switch which can be seen up in the top left corner, above the control yoke tube. Below and slightly back from this is an intercom junction and switch box. Note the simple structure of the seat and the folding arms fitted to it.



The Consolidated PBY Catalina Part 2

Phew!, the navigator and radio operator's compartment, starboard side is very busy. Although this view is simplified, purely due to the sheer mass of pipework in this area, it still allows you to see everything that is in this area.

The circular unit on the extreme left is the trailing aerial winch unit. On the shelf to the right of this is an RV.19 receiver, LM-10 frequency meter, and an ARB receiver.

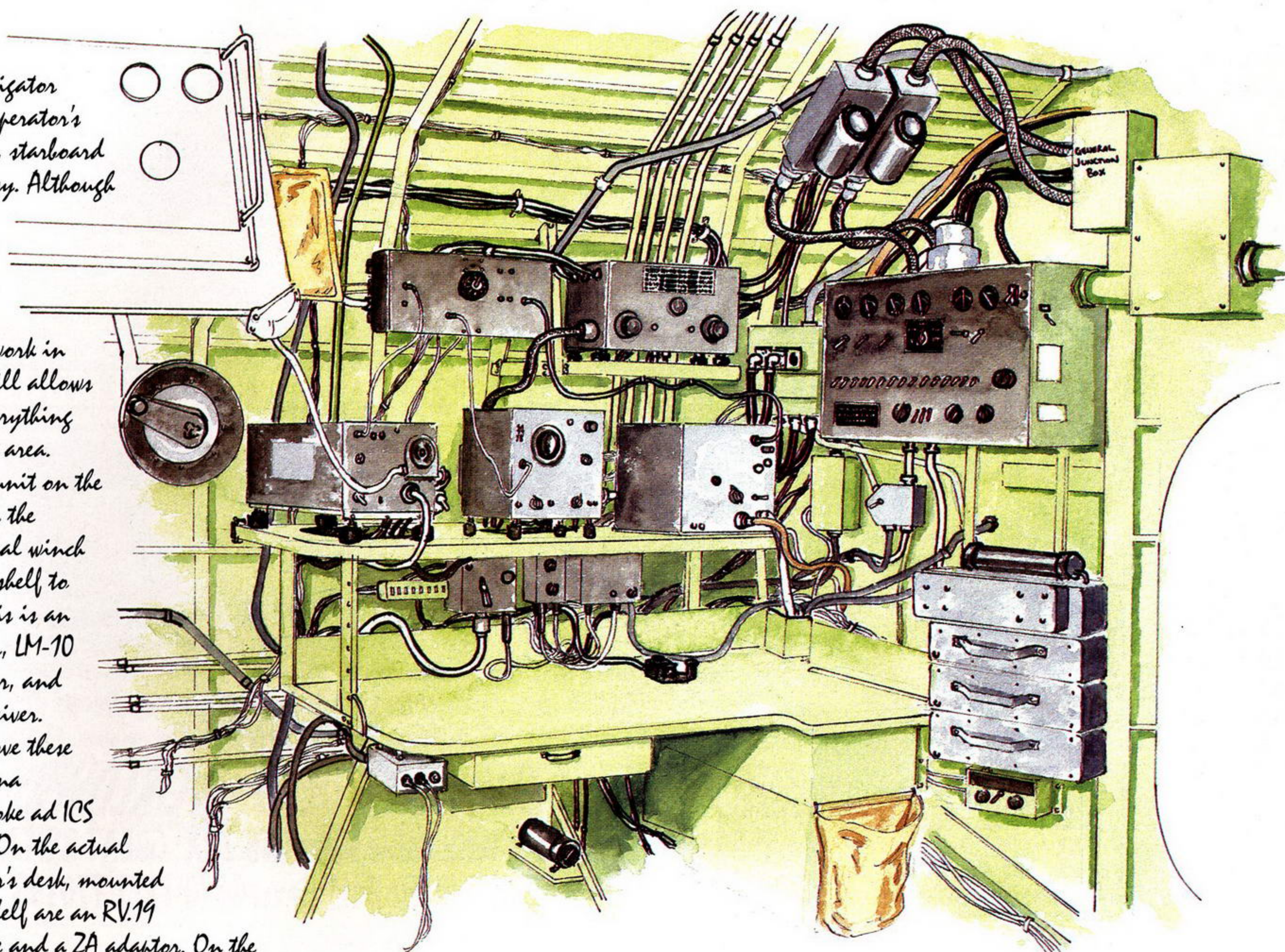
Mounted above these are the antenna transfer/choke and ICS control box. On the actual radio operator's desk, mounted under the shelf are an RV.19 junction box and a ZA adaptor. On the table itself you can see the Morse key.

The two cylindrical units mounted high up on the right are engine generator voltage regulators and the large box below that is the electrical power distribution panel. The four coils stored in the drawer units below this allow quick and simple frequency changes on the transmitter. The desk itself has a lock-up drawer and the fabric bag on the right end is for lifejacket stowage.

Colour Notes

As far as colour in the interior of the Catalina goes it is usually green Zinc Chromate. All radio and electrical equipment and junction boxes tend to be black which is usually a slightly shiny finish although the radio equipment will feature the 'crinkle' effect so common on American types. All emergency and hazardous items would be marked in red and stowage for life saving and crash equipment was usually highlighted with yellow. Most fabric within the PBY is a deep fawn colour and all buckles etc are chrome. All instrument faces are gloss black with slightly off-white numerals and pointer. Because items such as the trailing aerial are a form of plastic, they tend to be a grey colour and they fade and wear very quickly. All radio connector cables are shielded wire and this means they are wrapped in a mass of wire strands, the pipework therefore being a natural metal colour.

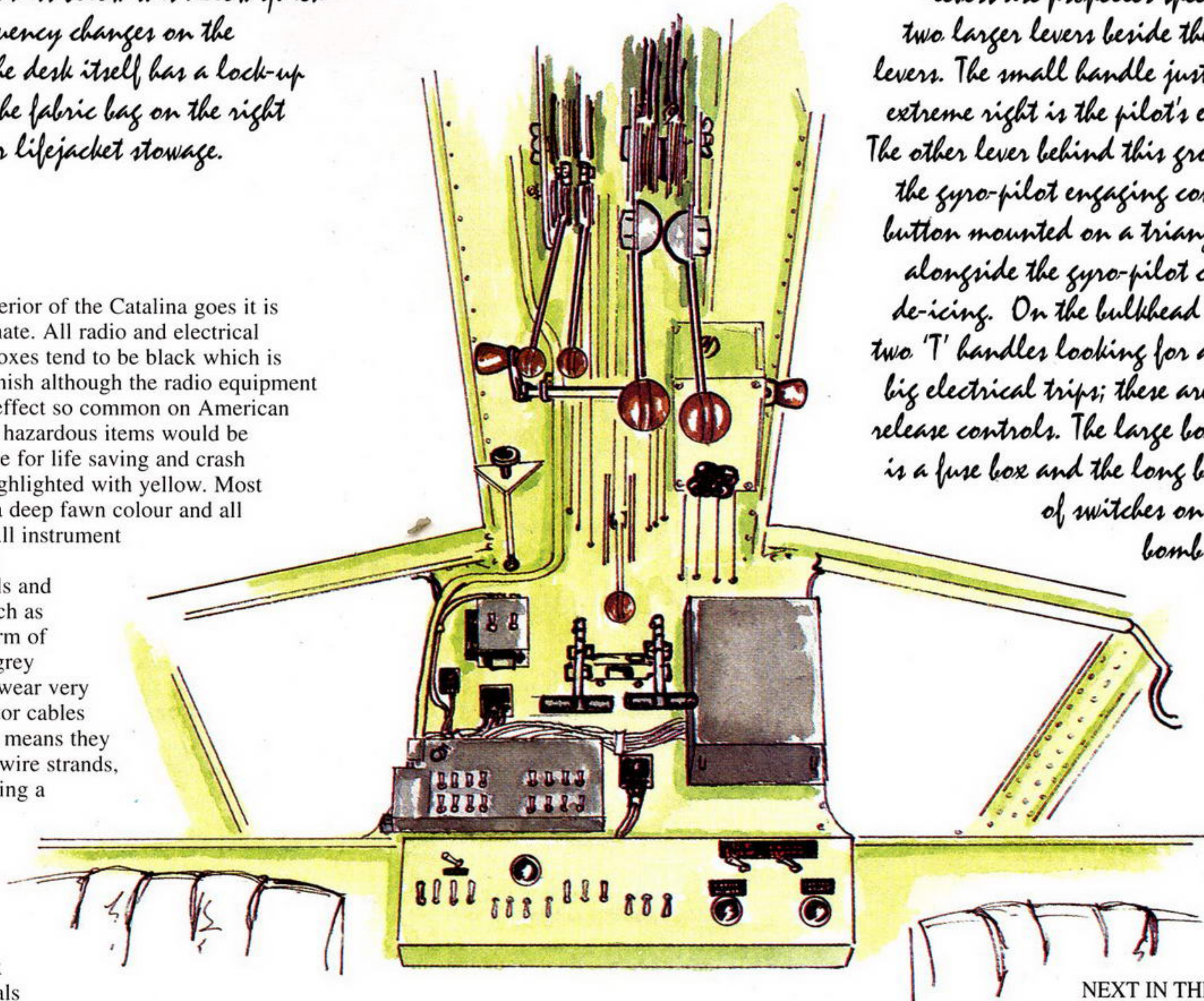
The Morse key is usually Bakelite and this does tend to remain a very shiny black. The compass body is a shiny medium grey with a black face and off-white numerals and pointer.



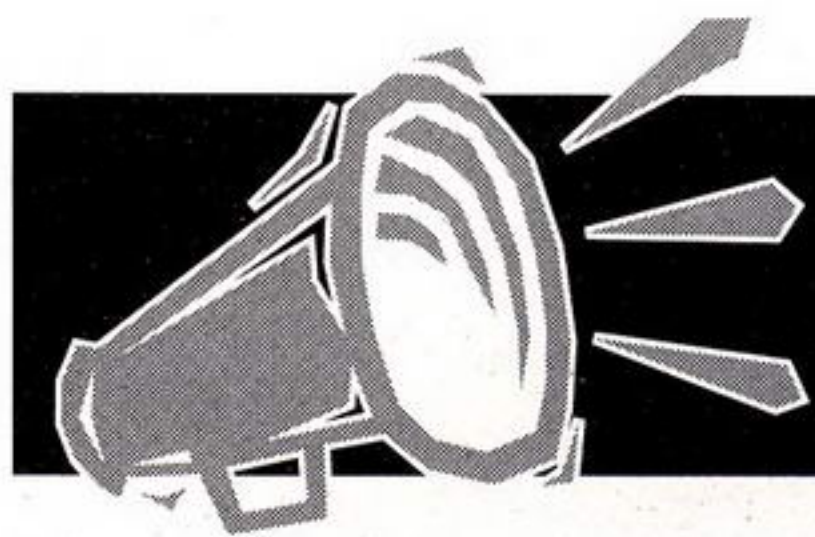
This is the view, looking aft, of the bulkhead at the rear of the cockpit. Up above you can see a mass of control levers etc. These are (left to right), elevator trim control for the co-pilot, the two smaller

levers are propeller speed controls and the two larger levers beside them are the throttle levers. The small handle just visible on the extreme right is the pilot's elevator trim control. The other lever behind this group in the middle, is the gyro-pilot engaging control. The push-pull button mounted on a triangular bracket alongside the gyro-pilot control is for wing de-icing. On the bulkhead itself there are two 'T' handles looking for all the world like big electrical trips; these are in fact flare release controls. The large box to the right of this is a fuse box and the long box with the mass of switches on the lower left is the bomb selector panel.

The lower panel is a duplicate of the pilot's electrical panel mounted on the control yoke (See September edition for details of this).



NEXT IN THE SERIES
Messerschmidt Bf 110G



CALLING ALL MODEL CLUBS

Scale Aviation Modeller will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. Write to the editorial address. We will continue to run your notice until the event is held, space permitting.

Forthcoming Events

• **THE IPMS NATIONALS** will be held at Donington Exhibition Centre on the weekend of the 30th November/1st December 1996. The change of date is due to difficulties in the availability of the venue.

• **MODEL EXPO 97** and Australian Open Plastic Modelling Championships, Melbourne (Victoria, Australia) March 8th -10th inclusive, 1997. To be staged at the Arts & Craft Pavilion, Royal Melbourne Showgrounds, Epsom Road, Ascot Vale, Victoria. For details write to Model Expo 1997, C/-IPMS Australia inc, GPO Box 1187K, Melbourne, 3001 or contact Frank Moran on (03) 9876 1818 or Graeme Dodd of (03) 9808 0341.

• **MAY 24-25 1997 - SQUADRON ScaleFest 97**, sponsored by IPMS/North Central Texas, vendors, open house and manufacturers representatives. Plano Centra. Send SASE to; Penny Thomas, 11255 Garland Road, suite 1302-131, Dallas, Texas 75218-2518 USA.

Clubs & Societies

• **YORK & DISTRICT** Plastic Models Society meets the third Friday of each month at Osbalwick Social Club. The club aims to be friendly & supportive to all skill levels, we do not count rivets! Contact Chris on 01430 873408 or Joel on 01904 766895 for more information.

• **TAYSIDE MODELLING** Society. Meet Friday evenings monthly.

Oakbank Community Centre, Perth 1930 to 2200pm. Details from Keith Herd, 38 Ashgrove, Perth. Tel 01738 629555 (Sorry no under 16's).

• **LORDSWOOD (JUNIOR)** Model Club is meeting ever Saturday between 4.15 and 6.15pm at the Lordswood Public Library, Kestrel Road, Lordswood, Chatham, Kent. ME5 8TH. The club supplies basic modelling materials and equipment and is sponsored by REVELL (GB), so why not go along and have a look. For more details contact Mr D. Jadoul on 01634 841504.

• **MODELEXE - EAST DEVON** Model Club now meets the last wednesday of each month at 7.30pm at the St Davids Community Centre, Exeter. All are welcome whatever the standard. Contact Mr K.Sweeting 10, Old Barn Close, Stokecanon, Exeter, Devon. EX5 4AD.

• **THE CLACTON-ON-SEA** Branch of the IPMS meets on the second Monday of each month at the Brotherhood Hall, St Oyath Road, Clacton from 7.30pm onwards. For further information contact Peter Terry 42, Valley Road, Clacton-on-Sea, Essex or Tel 01255 428653.

• **"FAMAS"** (pronounced "Famous") bi-monthly journal of the Frog & Airfix Model Aircraft Society. For further details please write to; FAMAS, 35 Rosebery Road, Suffield Park, Cromer, Norfolk. NR27 0BX

• **THE CHILTERN SCALE** Model Club (incorporating Chiltern IPMS) meets on the first Wednesday of each month from 8pm to late at the Shefford Memorial Hall, Shefford, Bedford. Why not come along, everyone is welcome. For more information contact the club secretary, Dave Burlison at 26 Leaves Spring, Stevenage, Herts. SG2 9BR

• **NORTH STAFFS MODEL** Club meets every Thursday 7pm - 10pm at the Seabridge School, Roe Lane,

Newcastle-under-Lyme. Contact Stefan on 01782 618181 or Phil on 01782 544612 for more details

• **NORTH ESSEX MODELLERS**, a new club for all modellers meeting at the Civil Service Club, Flagstaff Road, Colchester on the 2nd Monday of each month. Ring Jerry Baker on 01206 855080 or Mark Harris on 01206 842694 for further details. All ages and interests welcome.

• **CHELSEFORD MODEL CLUB** meets the first Monday of each month at The Cricketers Public House, Moulsham Street, Chelsford from 7.30pm. We hold a monthly competition so why not drop by. For more information contact Stuart Shakespeare on 01245 609098 or Maurice Meider on 01245 250617.

• **ROBERTSBRIDGE AVIATION** Society Model Club meets every Wednesday at 8.00pm at Bush Barn located on A21 going north from Robertsbridge. All are welcome whatever the standard. For more information please contact David Morrice, 8, Belvedere Gardens, Crowborough, East Sussex TN6 2LR or Tel 01892 654507

• **BRADFORD IPMS** meets at The Mailcoach Inn, Huddersfield Rd, Odsal, Bradford on the 4th Thursday of the month from 7.30pm. All are welcome. For further details contact Martin Fisher on 01274 676127.

• **WITH EFFECT FROM** the 21st August 1996, the Avon IPMS branch will change its club meeting venues. The meeting held on the third Wednesday of each month will now take place at The Rotunda Club, Moravian Rd, Kingswood from 7.30 - 11.00pm (in the Avon Suite) and the meeting held on the first Sunday of each month will take place at The Griffin Inn, Bridgegate, in the back hall from 2pm to 6pm. If you have any questions please contact Sean on 0117 9699092.

• **IPMS SOUTH EAST** London have moved. We now meet at West Greenwich House, Greenwich High Road, Greenwich, SE10. Greenwich Station is one minutes walk away and bus 177 passes the door. Meetings are held on the second Thursday of the month at 7.30pm. New members and

visitors are always welcome. For more details please ring Paul Brack on 0181 650 6504 or Alan Partington on 0181 697 6929. For a map please send an SAE to Alan Partington at 100, Culverley Road, Catford, London. SE6 2JY

• **SOUTHEND-ON-SEA** Model Club(South East Essex IPMS) meets from 7pm on the third Wednesday of each month at the Civic Centre, Southend-on-Sea. We hold a monthly competition and all ages are welcome. For more information contact Dean on 01702 603031.

• **WATFORD SCALE MODEL** Club cater for all scale model builders, whatever their interests. We meet on the second Tuesday of each month at the Orbital Community Centre, Haines Way, Leavesden, Nr Watford from 8.00pm to 10.30pm. For more information call Nigel Foster on 01582 667210.

Places to Visit

• **THE CELLAN MODEL AIRCRAFT MUSEUM.**

A collection of over 500 1/72nd scale model aircraft, each of a different type or mark to have served with the RAF and FAA since about 1920. The display seeks to demonstrate the history of these two services via their aircraft. Also several large size dioramas depicting important WWII battles. Open Wednesdays from the 3rd July to 25th September inclusive. Alternative viewing by appointment. Telephone 01570 422 604. The museum is at Brooklands, Cellan, Lampeter, Cardiganshire 2.5 miles from Lampeter on the B4343 and 300 yards north of the Cellan War Memorial.

HELP!

This is to be a new element of the model club page. It is a help facility for individual club or society members, or from the group as a whole. If you require help with organisation, you want to meet other groups, swap ideas or you require help with technical information, then this is the place to ask.

Send your requests to the editorial address and clearly mark them CAMC, we will do the rest.

Readers Classified Advertisements

For Sale

• **UNMADE 1/72ND SCALE** aircraft kits, all fairly recent issues. Send SAE for list. Also Airfix magazines of the late 1960's. Contact; C.Brooks, 54 Calais Dene, Bampton, Oxon. OX18 2NR. Tel: 01993 850143

• **ISSUE 2 (HE FOUND MORE!)** of the list of kits, accessories and decal sheets for sale on behalf of a third party is now available. Send stamped SAE to the Editor for the complete list.

• **BRASSEY'S WORLD AIRCRAFT & Systems Directory 1996/97.** £35 + p&p. Ring 01234 741298.

Wanted

• **CLEAN COPY OF AEROGRAPH** No.4 'B-58 Hustler' by Jay Miller (Hardback or Softback) Contact D.Stock, 2 Grange Road, Bishop's Stortford. Herts. CM23 5NQ

• **WINDSOCK DATAFILES** No's. 13 (Albatross C.III), 14 (BE2e), 17 (LVG C.VI), 18 (FE2b), 23 (Hannover CL. III) and 27 (Halberstadt CL. II). Phone 01223 514045 or write to; Peter Young, 3 Burgess House, Cambridge. CB4 3LJ

• **FIRST CLASS** scratchbuilder to undertake commission for private

collector. Contact John Bacon on 0171 794 9064, Fax 0171 435 7993.

• **WINDSOCK INTERNATIONAL** Volumes 1-3, individual issues welcome, plus Windsock Aces & Aeroplane for Guynemer. Contact Graham Nash on 0171 500 5098 between 9am and 5pm.

• **PHOTOGRAPHS &** information on the Ki-28 and Kokusai Ta-Go to assist in making Czech resin kits of same. Contact; Peter Stearn, 107A Ness Road, Burwell, Cambridge. CB5 0DA

• **PHOTOCOPIES OF JUNKERS** Ju 188/388 articles; Jet & Prop (1/91, 2/91, 3/91 & 4/91), Flugrevue (5/63,

8/74), Flugzeuge (6/79) and Replic (No. 13) Please write to: Sean Mitchell, 30 Elm Friars Walk, Camden, London. NW1 9YP

Send your classifieds (no more than 30 words please) to:

**Readers Classifieds
SCALE AVIATION
MODELLER International
24 Grove Place
Bedford
MK40 3JJ**

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KEY

cp	=	Colour Photograph
cpv	=	Colour Plan View
csw	=	Colour Side View
ctv	=	Colour Top View
dec	=	Decals
eb	=	Etched Brass
i	=	Injection Moulded
p	=	Photograph
plan	=	Scale Plans
pv	=	Plan View
r	=	Resin
rv	=	Rear View
sv	=	Side View
vf	=	Vacuform
wm	=	White Metal (Inc Pewter)
SMA	=	Scale Model Accessories
KMC	=	Kendall Model Company
MSAP	=	Ministry of Small Aircraft
Production		
PWMP	=	Plastic World Modelling Products

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KEY

cp = Colour Photograph
cpv = Colour Plan View
csv = Colour Side View
ctv = Colour Top View
dec = Decals
eb = Etched Brass
i = Injection Moulded
p = Photograph
plan = Scale Plans
pv = Plan View
r = Resin
rv = Rear View
sv = Side View
vf = Vacuform
wm = White Metal (Inc Pewter)
SMA = Scale Model Accessories
KMC = Kendall Model Company
MSAP = Ministry of Small Aircraft Production
PWMP = Plastic World Modelling Products

NOTE:
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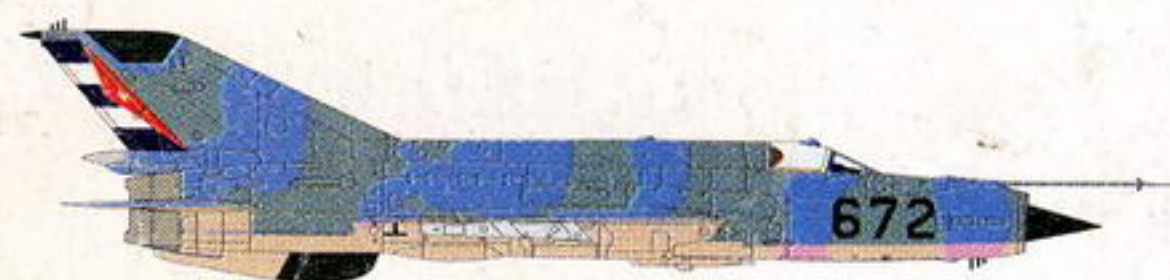
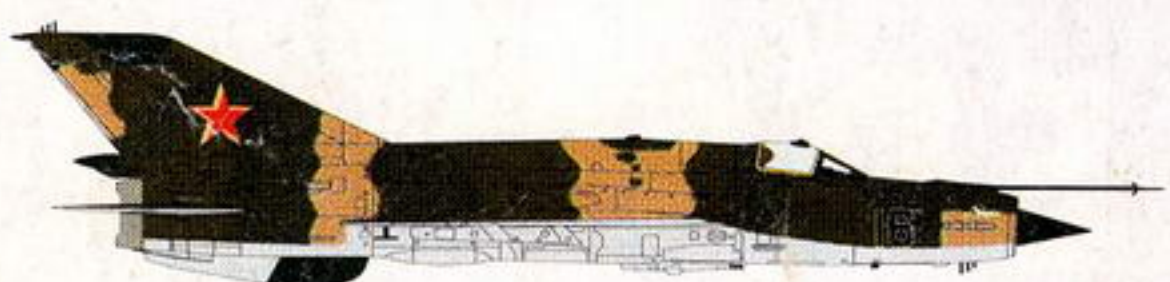
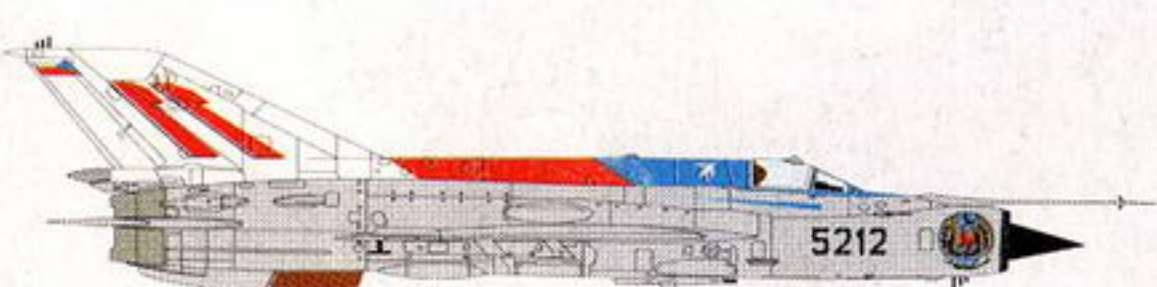
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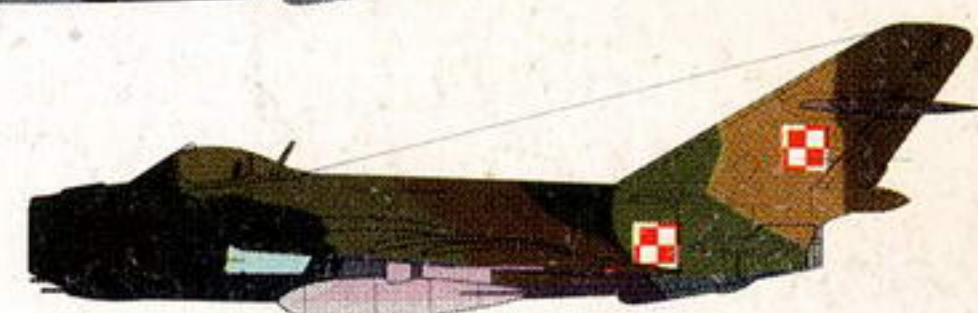
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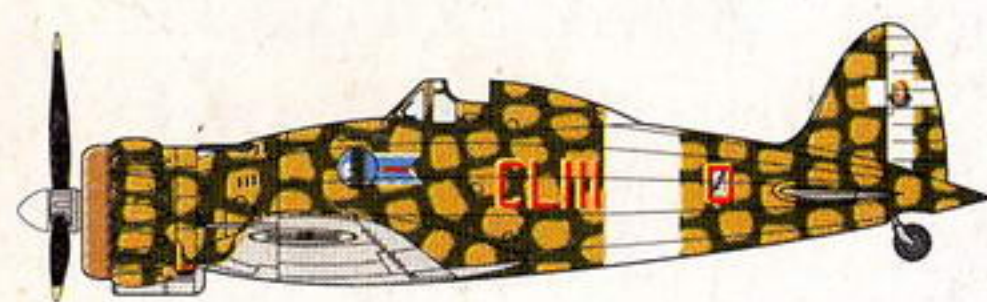
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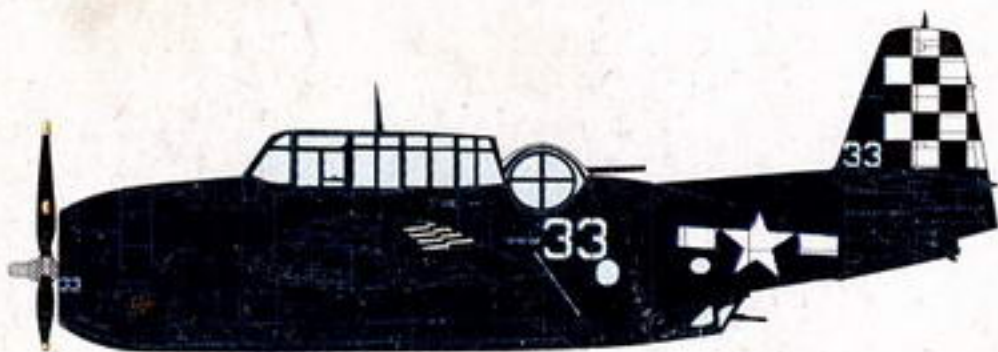
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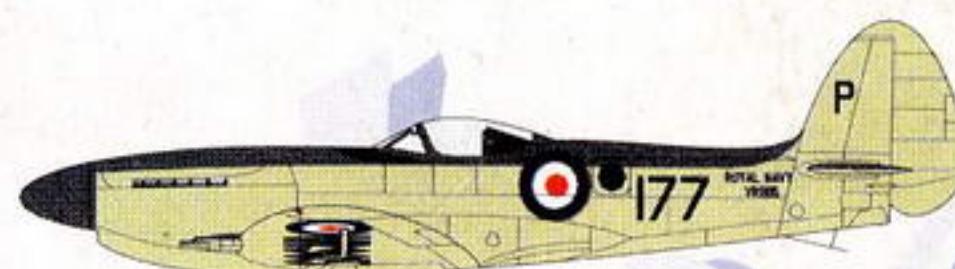
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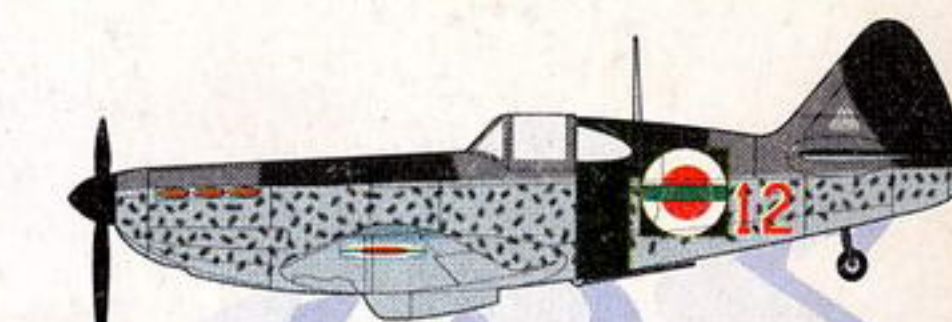
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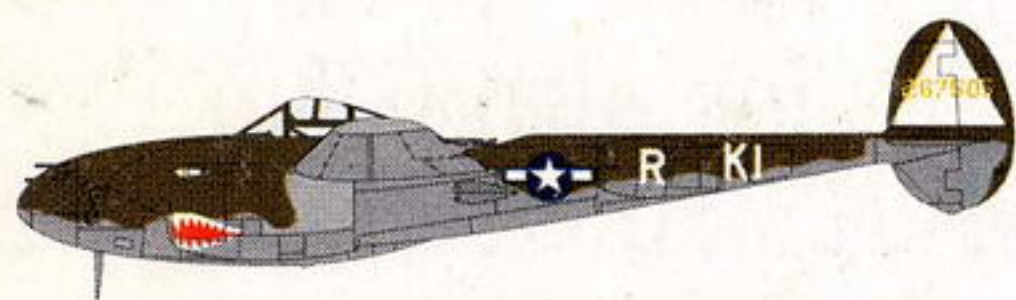
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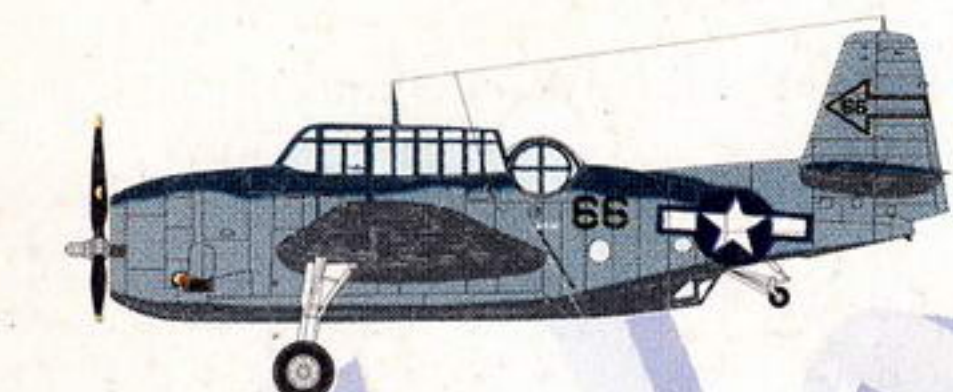
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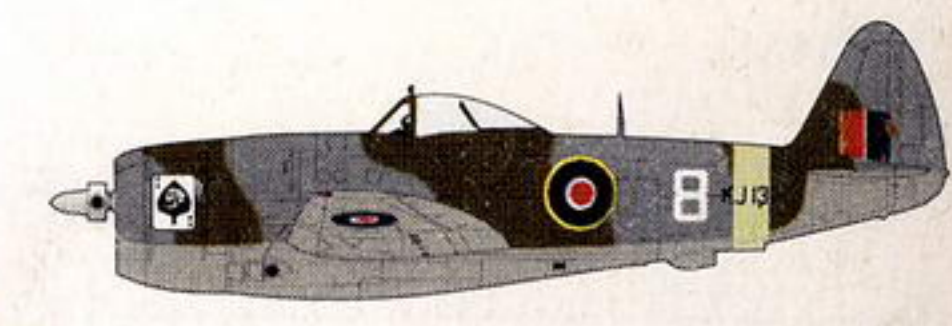
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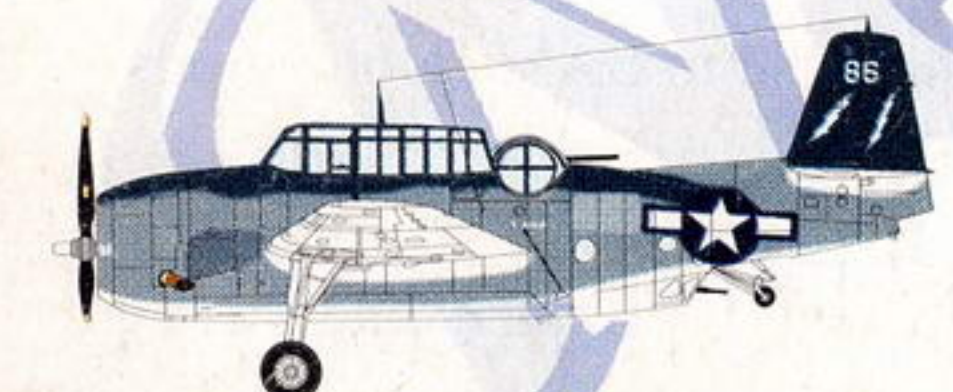
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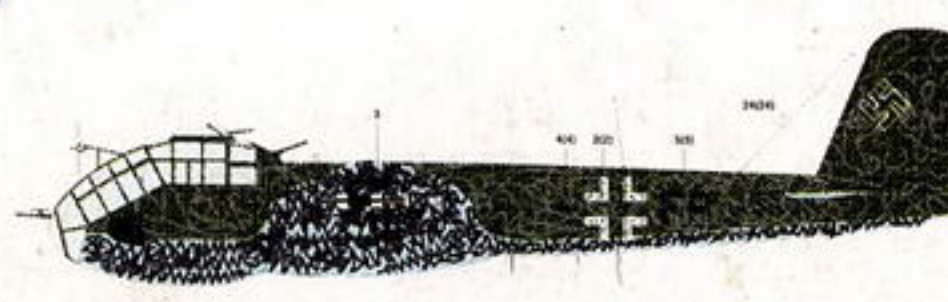
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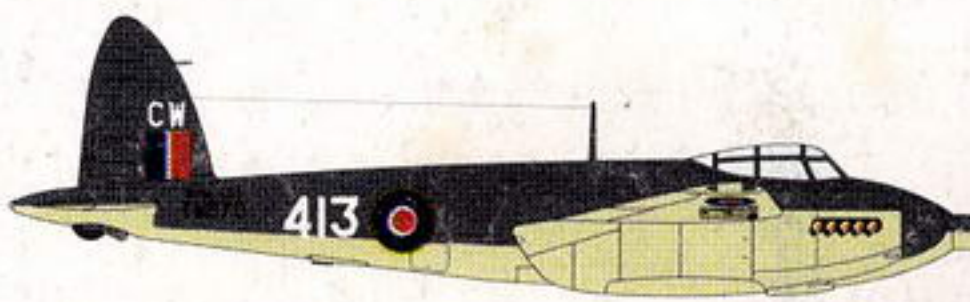
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